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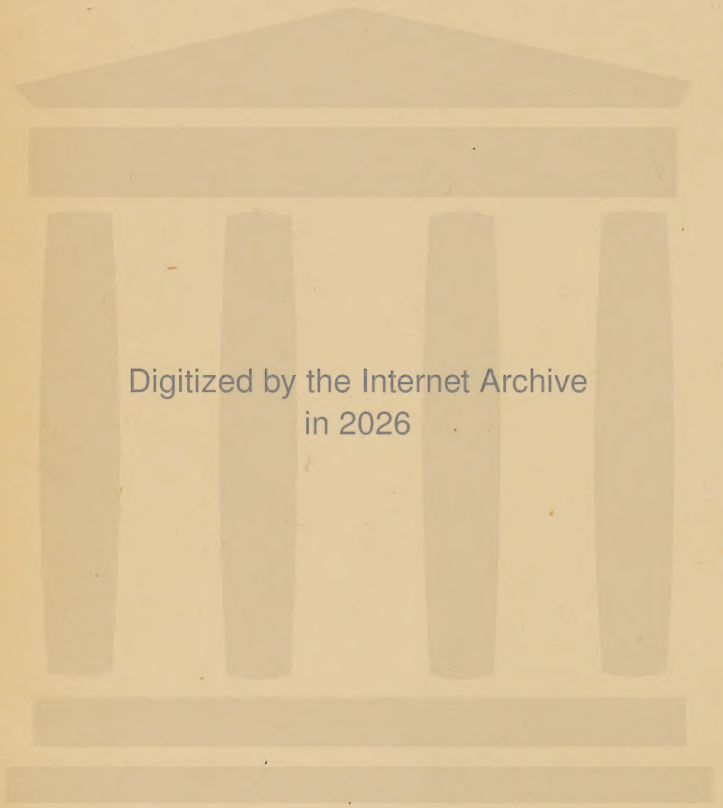
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ACCOUNTS AND PAPERS:

THIRTY-FIVE VOLUMES.

—(29.)—

COMMERCIAL REPORTS.

Session

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THIRTY-FIVE VOLUMES:—CONTENTS OF THE TWENTY-NINTH VOLUME.

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CHILE.

COQUIMBO.

Report by Mr. Consul Gollan on the Trade of the Province of Coquimbo for the Year 1866.

Before proceeding to give in detail the commercial and shipping statistics of the port of Coquimbo for the year 1866, I take advantage of my recent arrival here to transmit a few general remarks on the capabilities of this province and Consular district, which, on account of its mineral wealth, is fast becoming one of the most important of Chile.

The province is divided into the following six Departments: Serena, Coquimbo, Illapel, Combarbalá, Ovalle, Elqui, and the aggregate population, according to a census taken in 1865, amounts to 145,945, of whom about 1,400 are foreigners. The principal city Serena (containing a population of about 12,000) is situated at a distance of nine miles from the port of Coquimbo, upon a slightly elevated table-land and commands a very fine and extensive view of the bay and harbour; the streets are regularly built and well paved, and gas has been recently introduced, but the place has a very deserted appearance, and the description given of it many years ago by Dr. Darwin "that it was remarkable for nothing but its extreme dulness," is quite appreciable at the present day. Serena is the seat of a bishop and a high court of appeal, and the "Intendente" and other chief local authorities reside there.

Less than 2 per cent. of the area of the province is under cultivation, the great scarcity of water rendering the otherwise excellent quality of the soil quite unavailable for agricultural purposes, and even that insignificant portion is dependent upon artificial irrigation for its supply. For nine months in the year it never rains, and during the remaining three months anything over four or five showers is quite exceptional, so much so that one good day's rain is said to be worth to the province one million of dollars or 200,000*l*. The year 1866 has been more than usually dry and consequently the production of cereals has not been nearly equal to the consumption.

The result of this great scarcity of moisture is, that except during the months of June, July and August the general aspect of the country is arid and barren in the extreme. To this the immediate neighbourhood of Serena is an exception, as it enjoys the inestimable advantage of a small stream which, coming from the distant "Andes," discharges itself into the sea at this point, and though scarcely worthy of the name of a river is yet sufficient to nourish vegetation and to make the locality celebrated, not only in the province but throughout Chile for its flowers and fruit.

The climate is nevertheless very salubrious, and epidemics are nearly unknown. Earthquakes are, however, frequent, and although not generally so severe as in other districts of Chile they are yet sufficiently so (especially since the great earthquake at Mendoza, which was distinctly felt here) as to cause considerable alarm. The natives, particularly, are very timid, and, if possible, rush out of their houses when they hear the low rumbling noise like distant thunder, which is invariably the premonitory warning of the coming shock.

If, however, agriculture suffers from the absence of rain it may probably not be without its advantages for the real industry of the

province-mining, which, indeed, may be said to be the sole occupation of the inhabitants. The copper mines especially are very extensive, and gold and silver are also found in considerable quantities; but the former is by far the most important, and the annual production from this district forms a very large proportion of the consumption of the world. The principal copper mines are those of the hill of Tamaya, Bulhador and Panulcillo (there are besides many smaller ones, the names of which I have not been able to ascertain), and the following particulars which I have received from the managers of the respective establishments, and are consequently authentic, will be found interesting.

Tamaya.

Mr. Greene, the manager of the Pique Mine (one of the richest in Chile) has kindly furnished me with the following particulars of the different mines in the hill of Tamaya. The number of men employed in full work was 4,000, and the quantity of ore extracted in the year 1866 was about 35,000 tons.

The average quality of the above ore was 20 per cent. and would thus give about 7,000 tons copper, which may be estimated at a value of about 500,000*l.* sterling.

Panulcillo Copper Company.

From Mr. Hamilton I have the following: average number of men employed during the year 1,200; quantity of ore extracted 53,207 tons; regulus produced by them and sold in the country 2,878 tons; regulus produced by them and shipped to England 7,134 tons; quantity of English coal consumed 15,513 tons; quantity of Chile coal consumed 5,128 tons.

The foregoing is an English company established under the Limited Liability Act. In this country they have extensive mines (but the ores extracted, though abundant, are generally of inferior quality), and their operations combine mining and smelting; I believe they are at present erecting some new furnaces, and Mr. Hamilton informs me that when these are completed and they get into full work they will consume about 1,000 tons of coal per week; this will give probably the best idea of the magnitude of the company's works.

The mines belonging to Mr. Lambert, a gentleman who made an enormous fortune in this country and now resides in England, are also very extensive, but they have scarcely been worked during the year in consequence of some pending litigation, and his smelting establishment at La Compania, about two miles from Serena, has latterly been only employed in producing sulphate of copper, which is extensively used in the neighbouring province of Atacama for silver smelting.

The largest and most important copper smelting establiahments however, not only in Chile but probably in the world, is that of Guyacan, belonging to the Chilian firm of Messrs. Urmeneta and Errazuriz, and situated at the head of Herradura Bay about three quarters of a mile from the Port of Coquimbo. I have been favoured with the following particulars of their operations duriug the past year: number of men employed during the year (of whom about 50 are English) 350 to 400; ore smelted 33,200 tons; bar copper produced 5,600 tons; ingot or refined copper produced 3,500 tons; English coal (received during year) 13,500 tons; Chile coal (received during year) 24,500 tons.

It will be seen from the above figures that upwards of 9,000 tons of copper were produced during the year, which taken at the average value of 65*l.* per ton, gives in round numbers the large sum of 60,00,00*l.* sterling.

Mr. Buchanan, in sending me the foregoing particulars, makes the following observation,—"I suppose the above data are sufficient for your purposes, and I believe I have answered all your queries, the information will, no doubt, be interesting to English smelters; but why don't they return the compliment? Government gets nothing out of them in the way of statistics. The whole business of copper smelting is there studiously enveloped in mystery, and none are allowed to visit the works as a general rule."

From the above samples a pretty correct idea can be formed of the importance of this province; doubtless the mineral wealth is still capable of great development; but, unfortunately, the low price of copper which has ruled in England for some time will, I fear, check any great increase in the production for the present.

Public Works.

The Coquimbo Railway Company (a full description of which was given by Mr. Acting Consul Murray in his Report for the year 1865) have extended their works from Las Cardas to Heguerita, and in a short time now the line will be completed as far as Panulcillo, upon the traffic to which establishment it principally depends.

Another line is in the course of construction between Tongay (about 30 miles south of this) and the rich and extensive mines of Tamaya, and these increasing facilities of communication between the coast and interior must have a very beneficial effect upon the mining interests of the province.

A complete system of telegraphic communication is also gradually extending itself throughout the country, and Serena is now connected in that manner with Santiago, Valparaiso and Copiapo. The tariff of charges for messages is moderate.

Labour.

The ordinary rate of wages here is high, a skilled mechanic being easily able to earn 150*l.* to 200*l.* per annum. Domestic servants (native women) can be obtained for from 12*l.* to 20*l.* a-year; but they are lazy and idle and, as a rule, do not like to remain long in one situation.

Shipping and Navigation.

The following Table will show the movement in British shipping between the 1st January and 31st December, 1866.

	Entered.			Cleared.		
	Number.	Tons.	Crews.	Number.	Tons.	Crews.
Direct Trade	16	21,450	629	16	7,627	243
Indirect Trade	89	32,490	1,051	89	40,613	1,275
Total	115	53,940	1,680	105	48,240	1,518

It will be thus seen that the large number of 115 British vessels, averaging something over 450 tons each, arrived at Coquimbo during the year, and this does not include the steamers of the Pacific Company which call here eight times per month.

The particulars of foreign shipping during the same period are as follows:—

Nationality.	Entered.			Cleared.		
	Number.	Tons.	Crews.	Number.	Tons.	Crews.
Argentine	1	331	15	1	331	15
Belgian	1	647	18	1	647	18
Bolivian	1	181	9	1	181	9
Columbian	15	1,561	96	15	1,591	96
Danish	1	195	9	1	195	9
French	5	4,640	136	5	4,640	136
German	23	4,188	193	23	4,188	193
Italian	24	4,294	218	25	4,324	248
Tahitian, &c.	7	1,778	82	7	1,778	82
United States	117	36,618	1,287	123	39,950	1,204
National	11	1,220	122	1	220	22
Swedish and Norwegian..	2	1,353	32	2	1,353	35
Total	208	57,006	2,217	205	59,398	2,064

The foregoing returns show a considerable increase upon previous years; but a great number of vessels included in the last Table are actually Chilian property, which, in consequence of the Spanish war, have been transferred to, and sail under, foreign flags, principally American. The coasting trade is open to vessels of all nations, and I must say that, generally, the maritime laws and regulations of this country appear to be very liberal. The Bay of Coquimbo forms one of the best harbours in Chile, it is well sheltered from the disastrous northerly winds which, during the winter months, cause so much damage at Valparaiso, and the anchorage is exceedingly good.

Trade and Commerce.

The following are the imports into Coquimbo during the year.

Articles.	Weights or Measures.	From Great Britain.		From Chilian Ports.	
		Quantities.	Value.	Quantities.	Value.
			£		£
Coals	Tons.	26,631	52,000	67,266	120,000
Bricks	..	432,850	4,000	..	..
			56,000		120,000

Total Value, £176,000.

In round numbers, therefore, the consumption of coal during the year has been 100,000 tons, which may be valued at 170,000*l.* sterling.

I have not attempted to give the importation of dry goods and other general European merchandize into this province, as what comes direct is confined to a few packages by the steamers and forms a very insignificant portion of the actual consumption which is principally supplied from Valparaiso, and will, therefore, appear in the returns for that port.

The exports have been as follows:—

Articles.	To Great Britain.		To France.		Total.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
		£		£		£
Bar Copper .. .. kilos.	8,324,341	450,000	884,152	44,030	9,205,696	494,000
Regulus .. .. „	6,803,508	100,000	..	..	6,803,508	100,000
Copper Ore .. .. „	2,736,270	7,300	..	..	2,736,270	7,300
Bar Silver .. .. „	..	..	463	3,750	456	3,750
Copper & Silver Ore „	102,450	500	..	..	102,450	500
Silver Ore .. .. „	5,973	200	..	..	5,973	200
Wool .. .. „	57,904	5,500	..	..	57,904	5,500
Silver Dollars .. No.	33,277	6,500	15,666	3,000	49,043	9,500
		570,000		50,750		620,750

Total Value, £620,750 sterling.

The foregoing statistics of imports and exports I have obtained from the Custom-house and the figures may, therefore, be accepted as correct. There are no banks at Coquimbo. and the financial business of the extensive mining and smelting establishments is entirely negotiated through Valparaiso ; there is consequently no exact rate of exchange, but 46 pence may be quoted as about the average value of the dollar.

In concluding these remarks I may be permitted to observe that a continuance of the present state of affairs between Spain and this country cannot fail to have a most depressing effect upon the commerce of this place ; we have not, indeed, open war, but peace with the dead-weight of a war expenditure is the next worse condition for any country to be in, and in the South American Republics especially it suggests the possibility of internal troubles. The uncertainty also which still exists as to the intentions of the Spanish Government necessitates caution on the part of the speculator, and checks the legitimate cause of business, and thus the commercial prospects for the ensuing year (or indeed until some solution is arrived at of the questions in dispute), do not, for the reasons I have indicated, appear to me to be very encouraging.

Coquimbo, April 30, 1867.

COLOMBIA.

PANAMA.

Report by Mr. Acting-Consul Bidwell on the Trade of Panama and Colon for the year 1866.

Shipping and Navigation.

The following statement shows the total number of British and foreign ships, with their tonnage, which entered the port of Panama during the year :—

	Vessels.	Tons.
British	68	65,819
American	72	132,826
French	4	1,582
Various	69	6,002
Total	213	206,229

The number of vessels which entered the port of Colon during the same period was as follows :—

	Vessels.	Tons.
British	227	137,334
American	131	115,707
French	17	30,559
Spanish	20	8,073
Various	32	6,911
Total	427	298,584

The number of steamers periodically arriving at, and departing from, Panama and Colon has been increased during the past year by the line between Panama, New Zealand, and the Australian Colonies, and by the line between Colon and Havannah, touching at Carthagena, Santa Martha, Jamaica, and the ports of Cuba, and connecting directly with steamers for Puerta Plata, Santo Domingo, Aguadilla, Puerto Rico, Saint Thomas, New York, and New Orleans ; making a total of 42 arrivals and departures at the ports of the isthmus monthly, which, with the additional line established between San Francisco and China, places the isthmus in direct communication with almost every commercially important part of the globe.

On the 18th December, the first steamer left Panama in connection with the new line of steamers established between San Francisco, Japan, and China, and the performance of the voyage was very satisfactory. The service is arranged to be monthly, for which a subsidy of 500,000 dollars (100,000*l.*) per annum is paid by the United States Government. The time occupied is as follows :—From Panama to San Francisco, 11 days ; from San Francisco to Yokohama, 17 days ; stay at Yokohama, 1 day ; from Yokohama to Hong-Kong, 6 days : total from Panama, 35 days.

The great advantage in point of time in this route is gained in the conveyance of telegraphic news, San Francisco being in communication, by telegraph, with New York and New York with England. The rates of passage-money established are, from Panama to Yokohama, 1st class, 390 dollars; 2nd class, 257 dollars 50 cents; 3rd class, 102 dollars 50 cents. From Panama to Shanghai or Hong-Kong, 1st class, 440 dollars; 2nd class, 287 dollars 50 cents; steerage, 112 dollars 50 cents.

The line of British mail steamers between Panama and New Zealand was inaugurated in June. The performance of the steamers have been most successful, and considering the great distance between the two stations may be looked upon as a remarkable achievement in ocean steam travelling.

The news brought by the "Kaikoura," the first steamer of this line which left New Zealand on the 24th June, reached England, *viâ* Panama and New York, by Atlantic telegraph, in 36 days. The mails went home *viâ* St. Thomas and Southampton, in 49 days, and passengers by New York arrived in London in 49 days 18 hours, including all stoppages. The vessels employed in this service are from 1,500 to 1,700 tons register, with about 400 nominal horse-power; the contract speed is 10 miles per hour.

By a report of the directors of this Company, dated 17th December last, it appears that the amount of traffic already secured is most encouraging, and is in excess of what had been anticipated. The number of passengers has averaged 70 per month from the first, and now that the advantages of the new line have been fully demonstrated it is expected there will be a steady and continuous increase in the passenger traffic. The quantity of cargo is increasing every month, and the shipment of specie from the colonies promises to be large.

The rates of passage from Panama to Wellington are *55l.* in the 1st class, and *30l.* 2nd class. To Melbourne and Sydney the charge is *5l.* extra.

From a statement which has been published in the French newspapers, it appears that the traffic of the steamers of the Compagnie Transatlantique on the line between St. Nazaire and Colon has recently increased upwards of 100 per cent.

A decree given in August last, levying tonnage dues on all vessels entering the ports of the isthmus, has been subsequently suspended, and there are no taxes on foreign shipping at these ports.

The establishment of the Atlantic telegraph has been an immense boon to Panama and, consequently, to the several states in the Pacific, as, by means of the New York steamers, which arrive three times a month, the isthmus is placed within nine or ten days' connection with Europe; and all important news from Europe is published in Panama immediately on the arrival of the New York steamers, and circulated in the Pacific States by the mail packets.

Trade and Commerce.

No further information can be obtained on this branch than that given in the Consular Reports for the years 1864 and 1865.

The absence of all official statistics in Panama renders it indeed impossible to ascertain positively the local trade of the isthmus; but, from the inquiries made, there does not appear to have been any noteworthy increase or decrease in that trade during the past year.

The following statement shows the traffic over the Panama Railroad during 1866:—

	From Colon to Panama.	From Panama to Colon.
Passengers .. .. No.	17,791	13,909
Gold .. .. Dols.	9,951·70	48,224,511·65
Silver .. .. „	46,955·00	14,284,796·94
Gold and Silver mixed .. .. „	..	204,524·55
United States Treasury notes and stamps „	3,808,500·00	2,482·81
Jewellery, value .. .. .. „	343,373·88	..
United States Mails .. .. .. lbs.	769.206	116,076
British and French Mails .. .. „	69,486	24,229
Baggage .. .. „	397,676	247,430
Freights by Measurement .. .. feet	1,790,635$\frac{5}{12}$	618,565$\frac{8}{12}$
„ by Weight .. .. .. lbs.	28,927,181	38,335,498

Summary.

Passengers .. .. .. No.	31,700
Treasure .. .. Dols.	63,114,113·72
Freight by Weight .. .. lbs.	67,262,679
„ by Measurement .. feet	2,309,201$\frac{1}{12}$
Mails .. .. lbs.	888,997

An interesting statement has recently been compiled by Colonel Totten, the Chief Engineer of the Panama Railroad, showing the trade of the railway from the opening in 1855 to December 1866.

From this statement it appears that, during the 12 years the road has been in operation there have been transported over it 396,032 passengers, 501,218,748 dollars in gold, 147,377,113 dollars in silver, 5,130,010 dollars in jewellery, 19,062,567*l.* dollars in paper money, and 614,535 tons of mail matter, baggage, merchandise and coal. Smaller amounts of passengers, merchandise, treasure, &c., crossed the road the first year than during any subsequent one; but the road was not then in active operation. In 1856 there were 383 passengers less, and in 1857 377 more than in 1866. The largest number crossed in 1859, being 46,976, and nearly 5,000 in excess of the past year; and the smallest number was in 1862, when 26,420 crossed, being 5,280 less than 1866; so that the passenger traffic does not show any steady or important increase during the entire term. The large increase in travel in 1859 and 1864 was owing to the great reduction of passage-money in the steam lines running opposition to each other between New York and San Francisco *vid* this isthmus.

In 1856 the gold transported was 48,047,692 dollars, and in 1866 48,234,463 dollars, and at no period between these dates has it equalled either of these amounts. Silver shows a gradual increase from 9,439,648 dollars in 1856 to 18,653,239 dollars in 1863, since which it has declined to 14,331,751 dollars in 1866. Jewellery has varied from 192,718 dollars to 844,490 dollars, but has been gradually declining in amount. Paper money was transported by the American Government during the war. In mail matter there is very little variation, averaging about 380 tons annually. Those of 1865 did not equal those of 1856, and in 1859 and 1866 are most equal, amounting to 444 tons each, and exceeding any other year. Merchandise has steadily increased from 10,658 tons in 1856, the lowest, to 93,414 tons in 1866, the highest; and coal from 8,934 in 1856 to 13,418 in 1866; in 1860 and 1861 the coal transportation exceeded 16,000 tons each year. The total tonnage transported across the road in 1856 wss 20,053 tons, which has increased every year, until it reached 107,598 tons in 1866, and the quantity conveyed has been almost doubled every three years.

The following Table shows the income, expenses, and nett earnings of the road during the past 11 years :—

	Income.	Expenses.	Net Proceeds.
	$ c.	$ c.	$ c.
1856	1,360,741 00	530,249 00	830,492 00
1857	1,305,819 60	649,302 00	656,517 60
1858	1,506,076 27	658,688 68	847,387 59
1859	1,925,444 57	795,748 34	1,129,696 13
1860	1,550,875 82	702,889 30	847,986 52
1861	1,539,859 69	611,663 11	928,196 88
1862	1,712,281 21	729,849 75	983,331 46
1863	2,027,438 10	829,747 20	1,197,690 90
1864	2,489,222 28	1,029,769 28	1,459,453 00
1865	2,175,885 24	1,002,050 75	1,173,834 49
1866	2,424,977 88	1,208,364 61	1,216,613 27

Notwithstanding the immense increase in the transportation of merchandise, it will be seen by the above Table that there has not been a corresponding increase in the profits, for whilst the tonnage sent over the road has risen from 20,053 in 1856 to 107,598 in 1866, being about 500 per cent., the gross receipts have increased only from 1,360,741 dollars to 2,424,977 dollars, or $78\frac{2}{10}$, in the same period, and the expenses have increased from 530,249 dollars to 1,208,364 dollars or 128 per cent, the increased tonnage having required great outlays for locomotives, cars, wharves, rails, &c., necessary for accommodating the transportation.

Of the treasure sent from Panama to Colon during the year 1866 the following amounts were transmitted by the royal mail packets :—

		$
From British Columbia, California, and West Coast of Mexico		9,345,259
„ South Pacific Ports..		8,823,241
„ Central America		637,366
„ Panama, Specie	302,792	
„ „ Pearls	92,340	
		395,132
Total		19,200,998

The rate of exchange has continued at 5 dollars currency to the pound sterling, while the premium on American gold has been from 4 to 5 per cent.

Bills on England at 30 days' sight have obtained an average premium of 2 per cent.

Agriculture.

The Central American Association has recently purchased the principal sugar estates on the isthmus, which extend for six miles on the Bayano River, in the Bay of Panama. These estates have hitherto been worked with great energy by a German resident of Panama, and have, to a considerable extent, been planted with sugar-cane, pineapples, bananas, oranges, and other fruits, and vegetables ; but a large portion of the land may yet be considered as virgin soil, and probably will now be profitably worked with the larger amount of capital available.

The Bayans River is reported to be a magnificent stream, having a fine, open, well defined entrance, and is navigable for large-sized vessels for some 30 miles, for which distance it carries from 6 to 10 fathoms of water, and bears an average width of about 500 feet.

Cotton.—As stated in previous Report, this country offers great natural advantages for the cultivation of cotton on account of the soil

being good and fertile, and a large portion of the lands free, there being no local taxes on cotton, nor is there any tithe or land-tax.

During the last few years the attention of the agriculturists of the State was directed to the culture of cotton, but it does not seem that the experiments made, although successful, have been sufficiently remunerative, at its reduced price, to induce the inhabitants of the isthmus to continue the enterprise. The cultivators, moreover, seem to be imperfectly instructed as to the proper method of cultivation; the ravages from insects are considerable, and the drawbacks of want of labour and want of resources of the planters appear to counterbalance the advantages above referred to. Probably not more than 1,000 acres, if so many, are at present under cultivation. The quantity of cotton pressed at Panama for exportation during the past year was only 132,878 lbs.

Coals.—From 25,000 to 30,000 tons of coals are imported at Panama and Colon for the use of the various steam-ships calling at these ports, of which about two-thirds are received from the United States and the remainder from England.

There are no coal-fields at present worked in this Consular District, though coal mines are supposed to exist in various parts of the State of Panama, and particularly in the district of Chiriqui. Samples of isthmus coals which have been tested were found suitable for the use of steam boilers.

Public Works.

Laws were passed by the State Legislative Assembly in its last sessions authorising the Executive to celebrate a contract for supplying the city of Panama with water and lighting the town with gas, and also for the establishment of submarine telegraphs; but none of these enterprises have yet been commenced. A law of the same session was passed prohibiting the erection of wooden buildings in Panama and Colon, which law had become desirable in consequence of the frequency with which destructive fires had occurred, particularly at Colon, where the houses were chiefly constructed of wood.

During the last year, as in 1865, a very general improvement in the appearance of the town has taken place, owing to the construction of new houses, stores, and a large hotel for passengers.

A new magazine for the preservation of gunpowder, of which occasionally there are large quantities in deposit at Panama, is also in course of erection outside the walls of the city.

Panama, May 15, 1867.

FRANCE.

CALAIS.

Report by Mr. Consul Hotham on the Trade and Commerce of Calais for the Year 1866.

Shipping.—The total number of British merchant vessels entering the port of Calais during the year 1866 was considerably in excess of the previous year: the daily merchandize service of the London, Chatham and Dover Railway between Dover and Calais (established 1 December, 1865) having caused a very large increase in the number of mercantile steamers.

In French shipping at this port there was a decrease of 49 vessels, and in vessels of other nations (not English) an increase of 23. This was principally owing to the new treaty between France, Sweden and Norway, which has naturally operated to the disadvantage of French shipowners, as explained in my Report of last year.

Trade.—The general trade at this port may be said to be in a satisfactory condition. During the first three months of 1866, very good results were anticipated, but the war in Germany stopped the export of all "articles de luxe," and a considerable falling off was naturally the result. This war seriously affected the "tulle" trade in the adjoining town of St. Pierre-lés-Calais, a very large proportion of their goods being annually sent to Germany and Italy, and, in consequence, every one indirectly connected with this trade in the neighbourhood of Calais suffered in proportion. In fact, the war in Germany may be said to have diminished the total exports of France to the Zollverein to the amount of 13,000,000 francs, and to Italy to the amount of 23,000,000 francs.

This decrease in the exports, however, applies principally, if not entirely, to Italy and Germany. With England and Belgium, notwithstanding the cholera and the commercial crisis, trade was in the highest degree satisfactory. The great increase in certain articles of import and export was naturally due to the daily merchandize service of the London, Chatham and Dover Railway between Calais and Dover. These boats during the past year imported 11,500 tons, and exported 8,500 ; and this traffic is increasing to a great extent.

Imports.

A considerable increase took place, in wool, silk and coal. On the other hand, in Baltic timber and iron, a great decrease is observed. The falling off in the timber trade is partly due to the large stock on hand, but also to the war in Germany having broken out just in the most busy part of the timber season. 58,000 tons only were imported in 1866, being 23,000 tons less than in 1865. Of the above 58,000, 36,400 tons were from Gottenburg and the Baltic; 20,300 tons from Norway; 1,300 from Prussia, Russia and America.

The Swedish timber is preferred to that from Norway, as the above figures will show ; this is in consequence of its being cheaper and freights being lower than from Norway.

Coal.—The increase in the import of coal was considerable. This was owing to less coal having been drawn from the French mines in this

department. The total quantity produced annually by the French mines is 11,300,000 tons, and as the import of English and Belgian coal amounts to about 6,200,000 tons, it follows that the total consumption in France is 17,500,000 French, or 17,223,605 English tons.

Out of the 6,200,000 tons imported by France in 1866, 1,904,090 tons were from England, or one hundred times more than the quantity furnished by England in 1816. The total quantity of English coal imported into France since that period has been as follows:—

	Tons.
1816	19,060
1826	36,940
1836	169,510
1846	611,300
1856	1,057,500
1866	1,904,090

Out of the 10,000,000 tons of coal annually exported from England France receives the greatest share, Germany next, then America, India, Denmark, Sweden, Spain, etc.

Out of the 36,000 tons of coal imported at Calais during the past year (in 152 vessels), 9,000 tons were forwarded by canal to Guines, Ardres, Audruicq, St. Omer, &c.; 3,106 were sent by railway, and the remainder was consumed in the neighbourhood.

Since the beginning of the present year the Prussian Gas Company has employed this port in preference to that of Dunkirk for the importation of their coal, owing to the advantages offered by the greater depth of water at the entrance of Calais Harbour. This circumstance alone will, in all probability, increase the value of the import of coal at this port to the extent of 500,000 francs annually.

Exports.

There has been a considerable increase in almost all articles of export from this port during the past year. This is mainly, if not entirely, due to the new daily merchandize service between Dover and Calais already alluded to.

The egg trade with England in this neighbourhood is of considerable importance, and appears to increase yearly. Fresh fruits also for the English market have been, and are at the present moment, exported in great abundance. Rags, pottery and glass also show a very great increase compared with the previous year. An increase in wines took place to the extent of 25,496 gallons; in fact a large increase was observed in nearly every article of exports, the exports in 1865 only amounting to 167,958*l.*, whereas in 1866 they were of the value of 2,682,935*l.*, or an increase of upwards of 2,500,000 sterling.

Fishery.—The fishery at Calais has been less productive than in 1865, and that year again was inferior to 1864, the year 1864 having produced 2,174,419 kilos.; the year 1865 1,840,008 kilos.; the year 1866 1,215,513 kilos. The value of the above in 1865 was 143,914 francs, whereas in 1866 it was only 102,169 francs.

The months of March, April, November, December, and especially January and February were particularly unfavourable. The season at Gravelines on the other hand was more productive than in 1865.

The Calais fishermen, however, do not sell the whole of their fish at Calais, a considerable quantity being disposed of at Dunkirk and especially at Ostend.

In 1866, the total weight of fish sold at Ostend, by Belgians and French, was 2,000,000 kilos., producing 894,621 francs; in 1865 it was slightly more. During the year 1866 383 French fishing boats entered

Ostend, divided thus: from Dunkirk 180; Calais 160; Boulogne 43; and a considerably larger number would have entered had it not been for the cholera. In 1865, 312 French fishing boats entered the port of Ostend. The fish taken off Calais in 1866 was much in the same proportion as former years, *i.e.*, out of every 20 baskets there are from 2 to 3 turbots, a few brills, and 2 or 3 baskets of soles; the rest is made up of the common kinds, such as whiting, skate, plaice, &c.; the average price of common fish was 50 centimes per kilo., rather more than 1865.

The herring fishery, though increasing at Dieppe, St. Valery, Fécamp and Boulogne is becoming less and less important at Calais every year, the value at this port in 1865 having been 41,770 francs, and in 1866 only 26,471 francs. At the same time it should be observed that the Calais fishermen dispose of a considerable quantity of herrings in other ports, where the curing process is better understood.

At Boulogne, Fécamp, St. Valery, Dieppe and Courseulles the herring fishery is carried on to a considerable extent. The following is a list of the French vessels engaged in the Scotch herring fishery in 1866.

Port.	No. of Boats.	Total Tonnage.	No. of Crews.
Boulogne	98	4,284	1,739
Fécamp	29	2,003	737
St. Valery	12	837	311
Dieppe	11	703	247
Courseulles ..	8	422	173
Gravelines	3	118	29
Total ..	161	8,367	3,236

The French fishermen prefer the deep-sea herring fishery, maintaining that the principal shoals of herrings do not approach the shore, those taken near the coast being merely "detachments" from the large shoals, and separated from them owing to gales of wind or the presence of destructive kinds of fish.

The boats engaged in this trade are generally large and powerful, those from Boulogne especially so, being from 45 to 48 and sometimes even of 60 tons; it appears too that these are stronger and better adapted for the purpose than the English boats of the same class, so much so indeed that I am informed one of the Boulogne boats has been purchased this year at Scarborough.

Perhaps it would not be out of place here to allude to the word "last," very generally used on the French and Flemish coast as the measure for herrings.

The last, derived of course from the German word, signifying a burden or load, at Calais and Boulogne represents 100 mesures of 20 litres each, or 2,000 litres (55 bushels). This is the measure for fresh herrings. At Dieppe and Fécamp the last is only 1,800 litres (49½ bushels). At Boulogne, for salt herrings, the last means 12 barrels of 101 kilos. each, or 1,212 kilos. (23 cwt. 3 qrs. 12 lbs.). At Dieppe and Fécamp a last of salt herrings is 12 barrels of 100 kilos. or 1,200 kilos. (23 cwt. 2 qrs. 13½ lbs.) At Boulogne and Calais red herrings are generally sold in barrels. If the fish are small the barrel should contain 1,212 herrings, if medium size 1,010, if large 808.

Oyster Fishery.—The Calais oyster would be in great request did not its weight and size prevent its transport. It is, however, white and of a very delicate flavour, and is taken from a bed remarkably clean and

free from mud, about 2½ kilometres to the N. of the harbour. These oysters are sent to St. Omer and even to Lille and Arras, but beyond that point the cost of carriage becomes too heavy, their average weight being 40 kilos. for 124, or about 71 English pounds per 100 oysters. Their sale is thus limited in a great measure to the immediate neighbourhood, and consequently not more than five boats from this port, of an average of 16 tons each, engage in the trade. These five boats take from 558,000 to 650,000 oysters annually, which are sold on the quays at the rate of 35 to40 francs the grand mille (or 1,240 oysters), and in dear seasons sometimes at 50 and even 60 francs the grand mille.

Passenger Traffic.—The passenger traffic was naturally inferior to that of 1865, but not so much as might have been expected. The war in Germany, however, and the cholera made their mark from June to September, as the following Table will show.

NUMBER of Passengers through Calais in the Year 1866, compared with 1865.

	Number in 1865.	Number in 1866.	Difference in 1866.
			Increase.
January	6,357	7,326	969
February	6,071	7,292	1,221
March	7,482	8,619	1,137
April	10,135	10,315	180
May	10,045	10,644	599
			Decrease.
June	13,366	9,872	3,494
July	16,130	15,174	956
August	18,947	16,058	2,889
September ..	19,296	14,283	5,013
October	10,519	10,215	304
			Increase.
November ..	7,425	7,943	518
December ..	7,789	7,791	2
Total ..	133,562	125,532	..

The following Table shows the number of passengers who passed through the principal ports, to and from England, during the year 1866.

Port.	Number Landed.	Number Embarked.	Total.	Per Cent. of Total.
Calais	64,317	61,215	125,532	40·14
Boulogne	55,563	58,385	113,948	36·44
Dieppe	20,332	18,375	38,707	12·35
La Havre	7,889	8,634	16,523	5·29
Ostend	7,444	8,453	15,897	5·09
Dunkirk	1,344	814	2,158	·69
Total ..	156,889	155,876	312,765	100·

In 1865 the total number of passengers through the above-mentioned ports was 356,993, showing a decrease in 1866 of 44,228 passengers.

Railways.—The Calais and Boulogne Railway was opened on the 7th of January, 1867 for slow trains. Since the 1st of April 1867 the mail trains between Calais and Paris run regularly *viâ* Boulogne (instead of by Hazebrouck and Béthune as formerly); but, owing to the nature

of the ground no great speed can be attained between Calais and Boulogne, 55 minutes being occupied by the mail express trains to perform the distance of 43 kilometres (26⅝ English miles).

I am happy to be able to add that towards the end of December 1866 the works for bringing the mail trains on to the tidal quay at Calais were begun in earnest, and it is expected that this improvement, so long wished for, will be completed before the end of the summer. This plan, similar to the landing and embarking of mails and passengers at the Admiralty Pier at Dover, is a step in the right direction towards perfecting the communication between London and Paris. The expense of these works is about 10,000*l.*, 6,000*l.* of which is at the cost of the Northern of France Railway Company, the remaining 4,000*l.* being paid by the Imperial Government.

Calais, 24th June, 1867.

CORSICA.

Report by Mr. Consul Smallwood on the Trade and Commerce of Corsica for the Year 1866.

Trade and Commerce.

Comparatively with the results of the corresponding periods in 1865 the Customs receipts and shipping dues in 1866 have, for the last quarter, experienced a falling-off of 360*l.*, and, for the whole year, of upwards of 1,000*l.* (25,581 francs 92 cents.)

This decrease is owing principally to the large supplies of colonial produce which the Bastia trade secured towards the end of the year 1865, apprehending at that time an increase of taxation thereon.

The diminution in shipping dues may be accounted for by the restricted number of Italian vessels engaged in 1866 in the coral fishery, upon the southern coast of the island.

The renewal of the supplies of salt, which was induced by the favourable weather at the close of the year 1865, is the only item of increase of the tax upon consumption for the year 1866; but as there is no manufacturing establishment in the island which is in need of salt for its productions, in any considerable quantity, it is generally only required for alimentation.

The value of merchandize exported from Corsica in 1866 shows an increase for that year, over 1865, of nearly 700,000 francs (28,000*l.*); and is chiefly due to the shipments for Italian ports of shipbuilding timber from the forests of Valdonietto Aëtone, and to more extensive orders for cedrats preserved in brine.

Large quantities of lupine-seed have been sent to Italy, where this produce is used for manure. A further increase is also evident in the exportation of dressed skins, and in resin.

All other articles of exportation, such as oil, wine, bark for tanning, coral, &c., show a decrease which considerably reduces the results obtained by the sale of forest produce.

With the exception of iron-ore and pit-coal for the supply of the foundries in Corsica, and for steam navigation, most of the articles imported have experienced a decrease, as compared with the year 1864.

The decrease in importation of sugar is explained by the large supplies received at Bastia towards the end of the year 1865.

Rice having attained, wherever it is produced, excessively high prices, has only been imported into Corsica in very limited quantities, during the year 1866.

The following Table, No. 1, gives the description and value, or quantities, of the principal articles exported from Corsica to France and all nations in 1866, compared with exports in 1865.

Table No. 1.

Articles.	Exports.		Total for 1866 in English Weights, Measures, or Value.
	In 1865.	In 1866.	
Timber—			
Firewood .. .. .. stere	1,217	1,269	1,650 cubic yds.
Squared .. .. .. „	26,684	38,363	49,872 „
Planks over 80 millimètres .. „	2,370	3,368	4,378 „
„ under „ .. metre	707,641	460,070	503,073 yards.
Citrons, &c.—			
Cedrats, fresh .. .. .. kil.	122,970	36,220	712 cwts.
„ preserved .. .. „	718,605	1,442,910	38,343 „
Lemons and Oranges.. .. „	127,090	219,070	4,304 „
Chestnuts and Flour thereof .. „	80,085	80,556	1,582 „
Coral, rough .. .. .. „	8,754	5,798	114 „
Bark for Tanning .. not ground	150,010	107,333	2,108 „
Mineral Waters .. .. .. „	13,860	1,165	23 „
Fruits—			
Oleaginous (nuts) .. .. „	28,170	14,598	287 „
Fresh.. .. .. .. „	560	200	4 „
Olive Oil.. .. .. .. „	77,608	8,036	144 „
Dried Vegetables .. .. „	225,330	29,934	588 „
Lupine Seed .. .. .. „	816,615	1,253,050	24,614 „
Skins, dressed .. .. .. „	41,271	45,917	902 „
Salt Fish .. .. „	4,420	1,901	38 „
Fresh Fish .. .. .. „	46,406	33,000	649 „
Tobacco, manufactured .. .. „	15,777	418	8 „
Common Wine .. .. .. litre	26,347	23,082	5,078 imp. gals.
Raisins, crushed.. .. .. kil.	118,462	39,300	771 cwts.
Resin—			
Pitch .. .. „	4,828	..	..
Essence of Turpentine .. „	48,586	68,319	1,342 „
Hard Resin .. .. .. „	130,457	136,824	2,687 „
Silk, in cocoons .. .. .. „	1,523	1,490	29 „

Table No. 2 shows the value or quantities of the principal articles imported into Corsica from France and foreign countries in 1866, compared with imports in 1865.

TABLE No. 2.

Articles.	Exports.		Total for 1866 in English Weights, Measures, or Value.
	In 1865.	In 1866.	
Oxen, Cows, &c. .. .. .. head	1,266	977	977 head.
Timber—			
Rough or Square	126	54	2,570 cubic feet.
Planks over 80 millimètres	1	..	..
„ under „	296	850	1,016 sq. yards.
Coffee .. .. kil.	169,048	165,580	3,248 cwts.
Hemp, combed .. .. .. „	10,764	15,602	295 „
Charcoal .. .. .. cub. met.	21,503	28,556	37,300 cubic yds.
Horses .. .. head	26	80	80 head.
Sucking Pigs .. .. .. „	1,524	815	815 „
Hempen Ropes .. .. .. kil.	38,266	30,945	608 cwts.
Cheese .. .. „	123,952	149,583	2,937 cwts.
Fodder .. .. „	276,743	388,584	7,811 „
Wheat .. quintaux of 100 kilos.	4,524	1,448	2'844 „
Flour, Wheaten .. „ „	156	141	277 „
Pit-coal .. .. kil.	238,420	730,595	717 tons.
Olive Oil .. .. „	500	1,206	2,653 lbs.
Oils in general .. .. .. „	502	230	506 „
Wool in masses .. .. .. „	1,055	2,301	5,062 „
Iron Ore .. .. „	22,430,100	280,13,000	27,513 tons.
Undressed Hides .. .. „	4,372	6,962	137 cwts.
Pimento .. .. „	147	970	2,135 lbs.
Salt Fish .. .. „	42,469	27,731	545 cwts.
Pepper .. .. „	15,838	14,287	284 „
Pigs .. .. head	441	763	763 head.
Rice .. .. kil.	303,399	222,012	4,361 cwts.
Lard .. .. „	10,618	8,989	177 „
Sugar .. .. „	530,314	506,472	9,949 „
Tobacco, in leaf .. .. .. „	86,358	70,325	1,381 „
„ manufactured .. .. „	2,911	3,999	79 „
Hempen Cloth .. .. .. „	2,983	7,473	147 „
Salt Meat .. .. .. „	29,498	13,193	259 „
Common Wine .. .. .. litre	20,016	101,102	22,242 imp. gals.

Table No. 3.—Movement of the Navigation in the several Ports of Corsica in 1866, and Abstract of Operations indicating the Share of each Custom-house.

Name of each Custom-house.	Navigation (entered).						Commercial Movement (Official Value).						Total Commercial Operations in Corsica.			
	Vessels from Exterior.				Coasting Trade.		Merchandize from Foreign Countries.	Merchandize Shipped to Foreign Countries.	Merchandize received by Coasting Vessels.		Merchandize shipped by Coasting Vessels.					
	Foreign.		French.						From French Continent.	From all Ports of Island.	To French Continent.	To other Ports of Island.				
	No.	Tons.	No.	Tons.			Francs.	Francs.	Francs.	Francs.	Francs.	Francs.	Francs.	£	*s.*	*d.*
Calvi	3	37	57	6,396	13	635	18,804	29,068	793,723	5,720	161,737	312,098	1,321,150	52,846	0	0
Ile Rousse	14	833	59	6,726	36	454	103,733	150,049	999,750	15,575	1,643,148	38,015	2,950,270	118,010	16	6
St. Florent...	7	281	16	1,184	90	1,220	15,072	91,900	193,302	4,174	402,150	65,873	772,471	30,898	16	6
Canari	18	343	1	25	123	1,143	10,989	290,145	48,322	73,815	85	31,827	455,183	18,207	6	5
Centuri	40	942	20	782	55	916	35,043	175,294	169,216	45,335	6,495	22,583	453,966	18,158	12	6
Barcaggio	9	177	...	...	...	...	6,461	39,830	...	...	...	...	46,291	1,851	12	6
Macinaggio	13	335	24	1,032	80	758	28,370	19,543	174,909	58,210	78,894	50,336	482,262	19,290	9	7
Porticciolo	15	220	8	271	35	563	6,757	83,175	70,445	20,904	58,613	3,530	243,424	9,736	19	3
Bastia	505	51,342	158	21,211	185	9,364	3,136,629	650,281	13,293,658	509,980	2,886,936	234,384	17,711,868	708,474	14	5
Cervione	1	122	2	153	11	486	1,671	20,245	101,865	7,056	31,600	7,900	170,337	6,813	9	7
Calzarello	11	842	...	...	24	1,136	2,812	809,963	...	684	62,900	83,146	959,485	38,379	12	0
Solenzaro	14	1,226	3	212	43	2,873	50,765	224,875	19,493	23,405	856,678	65,906	1,241,122	49,644	17	7
Porto Vecchio	14	1,046	1	116	67	4,149	12,020	535,195	4,050	77,262	372,003	231,936	1,232,466	49,298	11	2
Bonifacio	76	908	13	1,068	53	2,088	190,734	109,985	562,636	259,327	202,655	121,146	1,445,883	57,835	6	5
Propriano	5	472	25	2,039	162	8,957	25,558	376,152	758,797	522,746	503,667	411,747	2,628,667	105,146	13	8
Ajaccio	73	9 309	152	23,274	196	5,791	468,596	692,933	8,267,456	314,162	778,837	672,381	11,189,515	447,580	12	0
Sagone	5	382	25	2,098	101	1,984	5,240	315,670	99,507	42,321	101,489	18,247	582,484	23,299	7	2
Total	823	68,817	568	66,587	1,274	42,517	...	...	...	...	...	...	43,886,844	1,755,473	17	3

Industry.

Shipbuilding.—Four fine vessels are now building at Bastia, averaging more than 700 tons collectively. With reference to the advantages which have been confirmed by recent commercial treaties, this enterprise is considered to exhibit great promise. It should, however, be mainly attributed to the preference given by the owners or builders to the quality of the materials used. In fact, olive-wood is adopted for the ribs and framework generally of these vessels. Its durability is ascertained. Moreover, encouragement has been given to native industry by the employment mostly of Corsican shipwrights and workmen.

However, generally speaking, all other branches of industry have been discouraged. The year 1866 has not been prosperous for Corsica. The monetary crisis and bad harvests have imposed a check upon industrial enterprise and commerce, and have restricted the importation of whatever could be dispensed with, such as articles of luxury, furniture, perfumery, refined sugar, &c.

Commodities of the first necessity have increased in price, and general discomfort is the result.

After having given, at the commencement of the year, great promise of an abundant yield, the olive-crops proved to be a complete failure; and as this fruit constitutes the richest element of this island, for exchange with the produce of the French Continent, the loss of this main resource has considerably augmented the distress which already existed from a succession of bad harvests.

Manufactures and commerce are consequently in a languishing state; and it will be a long time ere this impoverished country—destitute as it it is of financial resources, always exhausted by the drain of the hired labour of foreigners, who yearly hoard their earnings to carry them away—can recover wherewithal to promote industry.

In addition to the failure of the harvests, Corsica has had to contend with a deficiency of outlets for her produce. Formerly, chestnuts and their flour found a market upon the Continent; but this fruit has now become almost unsaleable. Abundant harvests of lemons, citrons, and their variety, have not met with remunerative prices. The year 1866 is an exception, and may be estimated as one of the most unfavourable for this fruit.

The Iron-Works.—Iron manufactories may be considered to rank the first in importance. The Toga Foundry is at full work, and contributes chiefly to the prosperity of Bastia. The foundry of Solenzara, on the contrary, has suspended work.

The extraction of resinous produce and timber continues advantageously. Corsican shipbuilding timber is much in demand, and finds a ready market in Italy. Resin is advantageously disposed of both in France and in Italy.

Italian pastes are still manufactured with success at Bastia. The sale increases, and the supply is equal to the demand in the whole island.

Coral fishery has experienced a decline, owing to the discovery, on the western coast of Sardinia, near Alghero, of some banks of rose coral. This colour being more fashionable than the darker coral of Bonifacio, has caused the desertion of the Corsican coast; and only sixteen fishing craft, less than half the number that came in 1865, have returned.

The works of the quarries have been suspended, with the exception of those which furnish the blocks for the construction of the new harbour at Bastia. A few cargoes of green marble from Bevono have been shipped for the Continent.

The culture of the silkworm promises success in Corsica. It has been

proved that the egg, especially of Porto Vecchio, has not been subject to the disease which now afflicts the culture on the Continent: hence the high appreciation of the yield at Porto Vecchio. The results of Madame Roccaserra's cultivation have obtained 1,000 francs per kilogramme, at which price she has contracted to sell the whole produce of the next five years to Italian traders.

Bastia, June 10, 1867.

DUNKIRK.

Report by Mr. Consul Norman Pringle on the Trade and Commerce of Dunkirk for the Year 1866.

The total number of British vessels that have entered this port during the year 1866 amounted to 1,320, measuring 251,796 tons; there is a large increase in the number and tonnage compared with the preceding year. In 1865 there were 918 vessels measuring 122,376 tons, making for this year an increase of 402 vessels and of 129,420 tons. Although there is a great difference between the increase in the number of the vessels and in the increase of the tonnage, the causes are much the same. In the year 1866 there was a great increase in the number of steamers, as of 1,320 vessels entered, 571 were steamers, and, on the other hand, these steamers were all of a very large size compared to the preceding years. The average tonnage of the steamers was 350 tons, while the average tonnage of the sailing ships was only 85 tons. It is, therefore, evident that the steamers increasing not only in number, but also in tonnage, the total tonnage must rise in comparative proportion.

General Movement of the Navigation.—The general movement of the navigation (as per Return Form, No. 2) gives a total of 3,181 vessels and 503,072 tons. The French nation enters in that number for 1,650 vessels and 206,175 tons, inclusive of the coasting trade completely reserved for French vessels, whilst all the other nations together give a total of 211 vessels and 45,101 tons. These figures show evidently that the trade of the port of Dunkirk is about equally divided between the French and British nations. Sweden and Norway are the only nations who can contend, and that on account of the timber trade, for which they are better suited than any other nation. The general average tonnage of the British vessels is superior to the average tonnage of the French; the British being 184 tons and the French 125 tons. This accounts for the difference in the tonnage between the two nations compared to the difference in the number of vessels.

Passenger Traffic.—The passenger traffic, from and to England, is very unimportant, and cannot enter into comparison with the neighbouring ports of Boulogne, Calais, and Ostend. But it may be worth mentioning that, whilst those ports are only in communication with two points in England, Dunkirk has direct correspondence, by steamers, with London, Hull, Goole, Newcastle, Grangemouth, Leith, and Dundee, and these steamers bring or take passengers (few in number it is true) every voyage. The total number of passengers from and to England has been in 1864, 2,566; in 1865, of 2,711; and in 1866, 2,395.

State of the Harbour.—In my last Report I mentioned that the Chamber of Commerce was occupied with the important question of the improvements necessary for the harbour, in consequence of the considerable increase in the shipping trade at this port. I regret to have to state that the question of the loan of 160,000*l.*, as mentioned in my Report of 1864, has not yet been settled; but it is generally expected that it shall be resolved during the year 1867, and that the works will in all probability be commenced in 1868.

Iceland Cod Fishery.—The number of vessels of this port employed in the Iceland cod fishery was 105, varying in tonnage from 35 to 180 tons. The general result was again very unsatisfactory: the most

successful vessel brought back 90 tons of fish and oil. I must here mention that, as the result of this fishery becomes every year less satisfactory, the price of the fish has risen very much; as in 1858 the market price for 170 kilos, first quality, varied between 70 and 75 francs, and in 1866 the best quality brought 105 and 110 francs, the third quality being paid 80 to 85 francs. This considerable rise in the price compensates in some degree for the diminution in the quantity of these last years' fishing.

Minor Fisheries.—The minor fisheries continue about the same: no increase has taken place. The number of boats was about 100, with an average tonnage of 35 tons. This trade is more important during the winter months, as from April to September about half the number goes to the Iceland fishery.

Coal Trade.—The coal trade at this port has considerably increased, not only in importation but also in exportation. The importation from England has risen to 130,365 tons: 396 vessels were specially employed in that trade, the average being 425 tons per vessel. Of the quantity of coals imported, about 72,800 tons were brought for the Parisian Gas Company by 104 steamers. The remainder was brought by sailing ships and steamers for the coal merchants of this place. The exportation of coals was in great part done by order of the Navy Department for the arsenals. The principal places of exportation were Cherbourg, Brest, Lorient and Toulon. Of the quantity of coals exported, about two-thirds were of French origin, and one-third was from England, and sold here to the Government by merchants of this port.

Cargoes of British Vessels.—The following constitute the principal cargoes brought by British vessels:—306 of coals, 12 of guano, 3 of petroleum, 402 general cargo, 180 of pig iron, 115 of jute, 58 of coal-tar, 61 of oil seeds, 18 of kaolin, 8 of flax, and 22 of oats. The cargoes outwards were 398 general cargo, 178 of wheat, 12 of bottles, 50 of flour, 75 of sugar, 20 of oil cakes, and 20 of locomotives.

Cereals.—A considerable increase has taken place in the importation and exportation of cereals for 1866 compared with the preceding year. In 1865 there were imported 140,500 kilogrammes, and in 1866, 3,021,500 kilogrammes. In 1865 there were exported 54,192,200 kilogrammes of wheat and flour, and in 1866 there were 92,202,800 kilogrammes.

Industries.—A considerable increase has, during the year 1866, taken place in the number of spinning factories at this port. There are now 3 for hemp, flax and jute; 5 for jute; 1 for flax; 2 for cotton, and 1 for sea-fishing tackle. There is one in course of building for jute, hemp and flax. Ten of these factories have a capital of 20,000*l.*, one of 100,000*l.*, and one of 72,000*l.*

Railways.—I regret to have to state that, since my last Report, nothing has been done towards the continuation of the works for the intended railway from Dunkirk to Furness. The Concessionnaire of the French Government has asked for a prolongation on the plea of his going to prosecute the Belgian Company, to whom he had resold his concession, and prays for the annulling of the sale on the ground of the failures of two contractors belonging to the Belgian Company. If his cause proves successful, his intention is of working himself the railway, which he expects shall be finished by 1868. The project of a line from Dunkirk to Calais has not yet been realized; the Chemin de Fer du Nord refusing to do it, on the plea of its not being of sufficient utility, and no private company coming forward to claim the concession.

Agriculture.—The results on this head were, in general, favourable to the agriculturists of this district, and have compensated for the losses in

1865, when there was a very poor crop of wheat and a total failure of flax, and throughout France disastrously low prices. The return of wheat varied from 24 to 35 hectolitres per hectare.

The various foreign wheat recently introduced preserve their superiority in regard to yield, but do not succeed in light soil.

Although the flax crop was below that of an average year, the cultivation has been remunerated by the high prices obtained.

Pasture lands have benefitted by the wet weather, and grass was abundant. The price of butter rises yearly. This produce is of great consequence in the district, a farm of 30 hectares having from 7 to 9 in. grass. In ordinary years cows are turned out to grass from the end of April to the end of October. The average amount of butter obtained from each cow is valued at about 6*l*. It is to be regretted that pasture, lands are being annually ploughed up, because, although more lucrative it tends to discourage the breeding of cattle.

Beetroot was much injured by the white worms, and the produce was one-third less than the preceding year. This deficiency must also be attributed to continual rain and want of sun.

Colzas, beans and peas, were satisfactory; potatoes variable, and those planted without manure were the best.

This year, 1867, wheat is very fine, and the crops, generally speaking, are promising.

Dunkirk, June 17, 1867.

GEORGIAN OR WINDWARD ISLANDS.

TAHITI.

Report by Mr. Consul Miller on the Trade and Navigation of Tahiti, and also of the Society or Leeward Islands, for the Year 1866.

In addition to the ports of Papeete, Taunoa, and Papetoaï,—mentioned in the Returns for previous years as being the only ports in Tahiti and its dependent islands then open to foreign-going ships,—a fourth good port called Papeuriri, situated on the south side of Tahiti about thirty-five miles distant from Papeete, which is on the north-west coast, was in August, 1866, likewise thrown open to French and foreign ships trading ("armés au long cours.") It should at the same time be observed that the annexed Shipping Returns for the chief port of *Papeete*, comprise the most, if not all, of the foreign-going vessels of different countries that visited the several out-ports during the periods to which the Returns refer, as nearly all of them touched also at Papeete, or were officially reported there.

Shipping and Navigation.

British Shipping.—A considerable increase took place last year in the British shipping coming to this island, as will be seen by the subjoined Table giving the total amount of the British shipping that arrived at Tahiti in each of the last five years, viz.:—

	Vessels.	Tonnage.	Crews.	Invoice Value of Cargoes.
				£
1862	15	2,293	144	29,210
1863	14	3,171	151	25,206
1864	13	1,948	130	17,670
1865	18	4,358	187	30,330
1866	47	14,070	559	96,700

Of the above amount of British tonnage inwards in 1866, some 5,350 tons were engaged in the guano trade of Malden Island.

Foreign Shipping.—The following statement gives the respective amounts of the different foreign tonnage that made entry at Tahiti in the course of year 1866, in every description of trade:—

Nationality.	Amount.	Total.
	Tons.	Tons.
Tahitian (chiefly British owned)—		
Foreign Trade..	3,321	9,488
Coasting Trade	6,167	
French—		
Foreign Trade..	..	3,825
American (United States)—		
Foreign Trade..	3,380	4,059
Whalers calling	679	
Dutch—		
Foreign Trade..	..	2,340
Hamburg—		
Foreign Trade..	..	1,325
Prussian—		
Foreign Trade..	..	488
Sandwich Islands—		
Foreign Trade..	..	569
South Pacific Islands—		
Foreign Trade..	..	811
Total	..	22,905

The foregoing statement exhibits, as compared with the Return for 1865, an increase also in foreign tonnage, such increase amounting to about 7,800 tons.

British and Foreign Shipping, and Coasters.—The following Table contains a summary of the shipping of all countries (British shipping included) that came annually to Tahiti during the five years from 1862 to 1866. The Table distinguishes the foreign from the coasting trade, which latter continues to be reserved exclusively to vessels carrying the French or the French Protectorate (Tahitian) flag.

	Ships engaged in the Foreign Trade (direct and indirect), exclusive of Whalers.		Whaling Ships.		Ships (all Tahitian) employed in the Coasting Trade of Tahiti and its Dependencies.		Total of Merchant and Whaling Ships of all Nations that entered in each year at Tahiti.	
	Vessels Entered.	Tonnage.	Vessels Entered.	Tonnage	Vessels Entered	Tonnage.	Number of Vessels.	Tonnage.
1862	101	10,183	4	1,622	54	1,953	159	13,758
1863	106	11,582	8	2,699	72	2,169	186	16,450
1864	101	10,342	4	1,402	136	3,424	241	15,168
1865	122	15,318	1	400	170	3,741	293	19,459
1866	154	30,129	2	679	209	6,167	365	36,975

By a comparison of the last with the two preceding Tables it will be seen that the marked increase in the amount of foreign-going shipping that arrived in the past year 1866 was owing principally to the increase of British shipping in that year engaged in the trade.

Coasters.—The greater activity observable in 1866 in the movements of coasting vessels arose mainly from an increased traffic from the chief port of Papeete, along the coasts of Tahiti and with the neighbouring island of Moorea. In other respects the remarks upon the nature of the inter-island trade between Tahiti and its numerous dependencies, which were offered in the writer's Commercial Report for the year 1861, are still suitable.

Ports and Facilities for Shipping.—The general information furnished in the same Report with respect to ports and the facilities for shipping may, in like manner, be referred to as being still applicable.

Trade and Commerce.

Exports and Imports.—The official Tables of the exports and imports at Tahiti having ceased to be published for the last two years, it has not been in the writer's power to make up the usual returns under these heads. It may, however, be stated that the exports of cotton, which commenced in 1865, and which were estimated for that year as reaching some 120,000 lbs., increased, it is believed, in 1866 to as much as 400,000 pounds weight of ginned cotton of good quality. Of the principal ordinary exports in 1866, that of cocoa-nut oil appears to have fallen off, owing to a blight of the nuts last year. On the other hand the exports of oranges maintained an average figure, whilst in the exports of pearl shells an advance took place over the exports in either of the three preceding years.

As to the imports in 1866, they, no doubt, on the whole, were upon the increase, though to what precise extent cannot at present be ascertained.

Market Prices of Goods.—The prevailing high prices of all kinds of foreign goods in this country do not appear to have abated. The prices of most provisions, particularly of meat and vegetables, have in fact risen since 1865.

Tariff.—There still continue to be no duties on exports. The contribution, which is levied by the Protectorate Government in lieu of the abolished duties on imports and which amounted in 1866 to 131,000 francs (5,240*l.*), has been increased for the year 1867 to 156,000 francs (6,240*l.*), the contribution being, as heretofore, raised *pro rata*, from the holders of 1st class mercantile licences, who are the only parties permitted to import merchandize at Tahiti.

The reason assigned for this increased impost is the necessity of augmenting the local revenue, in consequence of the French Home Government having lately reduced its annual subsidy towards the expenses of the Protectorate Government, from 300,000 francs to 200,000 francs (say from 12,000*l.* to 8,000*l.*)

A further measure of economy has, it may be noticed, likewise been carried into effect, by the recent recall to France of one of the two companies of marine infantry stationed at Tahiti, by the departure of which company the garrison has been reduced to about 250 French soldiers, infantry and artillerymen.

Charges on Shipping.—No tonnage or other port dues have been charged since January, 1861, excepting for pilotage, for which a new tariff came into operation in January, 1867, establishing the following rates, viz. : for the pilotage into or out of port of merchant vessels of all nations, for every 10 tons or fraction of 10 tons burthen—

	Francs.		*s.*	*d.*
From 30 to 100 tons burthen	4·00	=	3	2½
„ 101 „ 400 „	3·50		2	9½
„ 401 „ 500 „	3·00		2	5
„ 500 „ 1000 „ and upwards	1·50		1	2½

Vessels entering or leaving port without a pilot are charged half pilotage, with the exception of coasters measuring less than 200 tons, or any vessel whatever under 30 tons burthen, neither of which are liable to pilotage dues unless they take a pilot.

Pilotage rates were at the same time re-established for foreign ships of war according to the following scale, viz. :—

	Francs.		£	*s.*	*d.*
For the Pilotage inwards or outwards of—					
A Line-of-Battle Ship	250	=	10	0	0
A Frigate	200		8	0	0
A Corvette	150		6	0	0
Any Vessel of War of inferior class	75		3	0	0

The pilotage dues are still collected as an item of revenue for the local Government, which pays the pilots a fixed salary for their services.

Rates of Exchange on England.—During the year 1866 the prevailing rate continued to be at 25 francs to the 1*l.* sterling.

Agriculture.

Cotton.—It may be estimated that the extent of land under cultivation for cotton had increased last year to about 2,200 acres. Several of the small plantations have, however, of late been abandoned; but the larger ones persevere.

Sugar.—There are, it is believed, by this time from 200 to 250 acres of land under cultivation with sugar cane, with a probability of further and considerable increase, should the recent extension of this branch of cultivation prove remunerative. There are already two or three small sugar mills in operation.

Coffee.—A revival is also promised in the planting of coffee.

Oranges.—This fruit, which produces in abundance without culture, continues to be exported largely to San Francisco, California.

SOCIETY, OR LEEWARD ISLANDS.

No change of importance seems to have occurred within the past year in the limited trade and navigation of the independent islands of Huahine, Raiatea, and Borabora, forming the Society or Leeward group, which still draw their foreign supplies mainly from the market of Tahiti, whither they in return send the chief part of their own exports of produce, the principal articles of which are cocoa-nut oil and cotton, though the cultivation of the latter has not as yet made any considerable progress there.

The political affairs of the islands in question continue in a very unsettled state. No actual hostilities have, it is true, taken place there since 1865, but the rival parties have spent much time in preparations for renewing their wars, and fresh outbreaks between them have continually been apprehended.

British Consulate Tahiti, March 30, 1867.

ITALY.

BRINDISI.

Report by Mr. Consul Grant on the Trade of Brindisi for the year 1866.

Shipping and Navigation.

The number and tonnage of the vessels of all nations arrived at this port during the last five years has been as follows:

	Vessels.	Tonnage.
1862	640	66,267
1863	672	59,221
1864	822	84,757
1865	849	95,343
1866	956	160,139

I cannot account for the increase in the shipping trade of the year 1866 in any other way than by the want of accuracy in the returns furnished me by the Health Office, for, as will be seen further on, the imports during the same period have diminished, and the increase in the exports is solely to be attributed to three cargoes of oil,—nor have any new lines of steamers been established.

In the above table are included vessels calling for orders, or putting in for stress of weather. The discrepancies which I have found in the Health Office registers regarding them are so great that I have thought it better not to attempt classing them separately. The approximate number of the same during the year 1866 may be put down at about 150 vessels and 5,000 tons, chiefly small coasting craft under the Italian flag.

The two next statements will serve to show the number of steamers and sailing vessels of each nation, their tonnage and crews, arrived and cleared, with cargoes and in ballast, during the year 1866, in foreign trade only.

Nationality of Vessels.	Arrivals.								
	With Cargoes.			In Ballast			Total.		
	Vessels.	Tonnage	Crews.	Vessels.	Tonnage	Crews.	Vessels.	Tonnage	Crews.
British... ...Sailing Vessels	25	5,892	225	...	...	...	25	5,892	225
Italian... Steamers ...	111	48,606	4,679	2	1,008	24	113	49,614	4,753
Sailing Vessels	98	17,106	1,149	5	130	28	103	17,235	1,177
Austrian Steamers ...	44	20,706	1,544	...	...	...	44	20,706	1,544
Sailing Vessels	8	1,721	75	...	...	...	8	1,721	75
Greek ... ... do.	58	1,284	274	13	65	65	71	1,570	339
Turkish ... do.	100	1,576	501	...	...	...	100	1,576	501
French ... do.	2	337	16	...	...	...	2	337	16
United States... do.	1	412	10	...	...	...	1	412	10
Mecklenburg... do.	1	370	13	...	...	...	1	370	13
Total	448	98,009	8,436	20	1,424	167	468	99,423	8,653
	Clearances.								
British... ...Sailing Vessels	2	262	15	23	5,453	204	25	5,715	219
Italian... Steamers ...	104	45,534	4,268	1	608	49	105	46,142	4,317
Sailing Vessels	44	2,886	350	41	7,923	544	85	10,789	894
Austrian Steamers ...	39	17,668	1,339	...	...	...	39	17,668	1,339
Sailing Vessels	...	...	...	8	1,721	25	8	1,721	75
Greek ... ... do.	48	1,065	229	26	572	124	74	1,637	353
Turkish ... do.	51	733	252	48	837	233	99	1,570	490
French ... do.	1	93	6	2	335	18	3	428	24
United States... do.	...	...	...	1	412	10	1	412	10
Mecklenburg... do.	...	...	...	1	370	13	1	370	13
Dutch .. ... do.	1	126	6	...	...	...	1	126	6
Total	290	68,347	68,347	151	18,231	1,442	441	86,578	7,740

Particulars regarding the coasting trade of the year will be found in the following table. This trade is almost exclusively in the hands of the Italians themselves. The Austrian flag figures somewhat conspicuously in consequence of the line of steamers belonging to the Austrian Lloyd which touch regularly at Ancona and Brindisi on their way to and from Trieste and Corfu.

COASTING TRADE.

Nationality.	Entered.			Cleared.		
	Vessels.	Tonnage.	Crews.	Vessels.	Tonnage.	Crews.
British Sailing Vessels ..	2	262	15	1	171	8
Italian Steamers	53	21,204	2,120	58	23,420	2,328
„ Sailing Vessels ..	392	24,778	2,807	425	33,774	3,418
Austrian Steamers	30	13,919	1,091	34	16,575	1,249
Greek Sailing Vessels ..	5	77	24	1	19	4
Turkish „ ..	3	57	16	1	27	6
Dutch „ ..	1	126	6	..	..	..
French „ ..	2	293	14	1	102	6
Total	488	60,716	6,093	521	74,088	7,019

The following statements contain details regarding British Shipping.

BRITISH Vessels arrived during the last five years.

	Vessels.	Tonnage.
1862	7	1,646
1863	16	3,303
1864	21	4,666
1865	19	4,537
1866	27	6,154

It will be seen that a gradual increase has taken place, and one may reasonably expect to see it continue, considering that 19, out of the 27 vessels arrived in the year 1866, entered during the last five months of the year. Two thirds of the coal imported in 1866 were conveyed in British vessels.

The next tables will serve to show the number of vessels, tonnage, and crews, arrived and cleared in the direct, indirect, and coasting trades respectively, with cargoes and in ballast, and the nature of the cargoes, under the British flag.

ENTERED.

Direct Trade from Great Britain and British Colonies.					Indirect Trade.	Coasting Trade.			
With Cargoes.			Nature of Cargoes.	In Ballast.		In Ballast.			With Cargoes.
Vessels.	Tonnage.	Crews.				Vessels.	Tonnage.	Crews.	
22	5,454	204	Coals.	..		2	262	15	..
2	267	13	Iron Nails.	..					
1	171	8	Called for orders with Cargo of Coals.	..					
25	5,892	225	..	..		2	262	15	..

From the foregoing statement it results that, if it were not for the coal trade, the British flag would hardly ever be seen at this port, the more so that of the 27 vessels arrived only two obtained an outward cargo, the rest leaving in ballast, as will be seen in the next table.

Direct Trade to Great Britain and British Colonies.							Indirect Trade to other Countries.						Coasting Trade.					
With Cargoes.			Nature of Cargoes.	In Ballast.			Countries to which Departed.	With Cargoes.	In Ballast.				With Cargoes.			Nature of Cargoes.	In Ballast.	
Vessels.	Tonnage.	Crews.		Vessels.	Tonnage.	Crews.			Vessels.	Tonnage.	Crews.		Vessels.	Tonnage.	Crews.			
2	262	15	Olive Oil.	1	194	6	Turkey	..	10	3,160	105		1	171	8	Called for Orders.	..	
..	..	..	..	..	..	..	Greece	..	10	1,607	78		..	..	..	..	..	
..	..	..	..	..	..	..	Russia	..	1	292	8		..	..	..	..	..	
..	..	..	..	..	..	..	Austria	..	1	200	7		..	..	..	..	..	
2	262	15		1	194	6		..	22	5,259	198		1	171	8		..	

Harbour.—The works described in my General Report of 29th Nov., 1866, as having been undertaken for the improvement of the port, viz.: a breakwater, a mole, and a retaining wall in the outer harbour, a boundary wall in the connecting channel, and two quays in the inner port, are, with the exception of the retaining wall in the outer harbour, which has not yet been attended to, being actively prosecuted, and there is every reason to expect that they will be completed at the expiration of the term fixed by the contracts (the autumn of 1868 and spring of 1869). One of the quays, the one on the eastern arm of the inner port, is nearly finished, and it has been furnished with a crane for lifting heavy weights out of ships, but to no purpose for the present, as this part of the harbour continues to be inaccessible even to moderate sized vessels. The dredging operations have been in a very unsatisfactory state throughout the winter and spring of the present year. Soon after I sent my General Report, the dredging machines began to break down, and the excavation of the eastern arm, which had then been undertaken, had to be given up. A semblance of work was kept up for some time in different parts of the harbour till the beginning of the month of May, when even that ceased in consequence of disagreements having arisen between the Government and the contractors; the workmen were dismissed, and the machines have ever since been lying idle at their moorings. It is to be hoped that this crisis will have the effect of calling the attention of the Italian Government to this important subject.

In the course of the winter a certain quantity of sand has been allowed to accumulate at the entrance of the connecting channel, which has reduced the depth of water to 18 to 19 feet on the eastern side and to 21 feet on the western side.

Trade and Commerce.

The total value of the imports and exports during the last four years, according to the Custom-house returns, has been as follows:—

	Imports.		
	By Sea.	By Land.	Total.
	£	£	£
1863	97,470	27	97,497
1864	139,377	64	139,441
1865	119,381	3,446	122,827
1866	112,107	..	112,107
	Exports.		
1863	21,185	..	21,185
1864	46,265	..	46,265
1865	33,000	..	33,000
1866	53,812	..	53,812

The import trade of the year 1866 shows a decrease of 10,720*l.* as compared with the previous one, notwithstanding the increase which has taken place in the importation of coal, which, as will be seen presently, has been considerable, amounting to 13,000*l.* The chief causes of this diminution of trade at a port, where the contrary has been generally looked forward to, have been the war with Austria, the forced paper currency, and the fear of cholera which had made its appearance at several Italian ports.

The value of the exports on the other hand has been about two thirds in excess of the preceding year. This is solely to be attributed to three

cargoes of oil worth about 20,000*l.*, which were shipped after the war with Austria had ceased. Considering that the oil crop of last year was a very poor one, it is a favourable sign for the future export trade of Brindisi that 720 tons should have been shipped during 1866, being four times as much as in 1865.

Much of the trade of this port is carried on through other ports of Italy, both by sea and land, but as it does not figure in the Custom-house returns, it is impossible to ascertain what it amounts to. The following table will serve to show the quantity and declared value of the articles imported and exported during the year 1866, according to the Custom-house returns.

IMPORTS.

Articles.	Quantities.	Value.
		£
Wine and Spirits	Galls. 26,577	3,257
Coffee	Cwt. 1,230	4,685
Sugar refined	„ 4,711	9,701
Juices, Essences, Medicines, &c.	„ 780	1,829
Hides and Skins	„ 1,369	3,175
Manufactured Cotton	„ 331	3,067
Raw Wool	„ 969	2,346
Manufactured ditto	„ 59	1,844
Manufactured Silk	Lbs. 1,391	471
Silkworm Eggs and Cocoons	„ 681	560
Corn	Qrs. 14,620	25,759
Flour, Rice, Potatoes, &c.	„ 2,198	6,756
Timber	..	5,365
Hardware, Haberdashery	..	..
Arms, Instruments, &c.	..	2,798
Manufactured Iron and other Metals	Tons 73	1,819
Coals	„ 15,786	28,530
Cattle, Heads of	1,419	1,829
Reeds and Rushes	Cwt. 4,588	1,802
All other Articles	..	6,514
Total value	..	112,107

EXPORTS.

Articles.	Quantities.	Value.
		£
Wine and Spirits	Galls. 31,133	1,399
Olive Oil	Tons 743	30,945
Fruit, Pulse, &c.	Cwt. 4,185	3,242
Dried Figs	„ 3,351	1,591
Butter, Cheese, Fowls, &c.	354	1,102
Seeds (chiefly Linseed)	Qrs. 2,622	7,866
Earthenware	Cwt. 4,129	1,113
Raw Cotton	„ 348	1,876
All other Articles	..	4,678
Total value	..	53,812

In the two next statements, the countries to and from which the articles were exported and imported, with their value, are specified.

Countries whence Imported.

Articles.	From England.	From France.	From Austria.	From Turkey.	From Greece.	*From other countries.	Total.	Total.
	Italian Livres.	Italian Livres.	Italian Livres.	Italian Livres.	Italian Livres.	Italian Livres.	Italian Livers.	Pounds Sterling.
Wine and Spirits	...	4,929	67,453	...	3,636	5,400	81,418	3,257
Coffee	...	115,320	589	...	...	1,215	117,124	4,685
Sugar, refined	...	237,223	...	...	...	5,300	242,523	9,701
Juices, Essences, Medicines, &c.	...	3,344	9,476	10,440	20,963	1,010	45,733	1,829
Hides and Skins	...	678	1,797	41,310	34,745	845	79,375	3,175
Manufactured Cotton	8,630	...	26,640	...	40,949	460	76,679	3,067
Wool, raw	...	54	...	55,510	3,000	80	58,644	2,346
Ditto, manufactured	8,068	772	34,499	...	1,100	1,674	46,113	1,844
Manufactured Silk	...	1,796	5,405	...	...	4,580	11,781	471
Silkworm Eggs and Cocoons...	...	...	...	3,000	11,000	...	14,000	560
Corn	7,615	...	1,165	558,160	24,000	53,040	643,980	25,759
Flour, Potatoes, Rice, &c. ...	...	113,840	48,315	...	1,070	5,673	168,898	6,756
Timber	...	...	134,112	...	10	...	134,122	5,365
Hardware, Haberdashery, Arms, &c.	735	36,612	29,987	...	831	1,789	69,954	2,798
Manufactures of Iron, Copper, Lead, &c.	1,718	20,330	21,190	...	30	2,208	45,476	1,819
Coal	713,250	...	...	...	...	1,850	713,250	28,530
Cattle	...	...	...	43,875	...	...	45,725	1,829
Reeds and Rushes	...	...	...	34,792	10,250	...	45,042	1,802
All other articles	570	50,756	50,125	9,981	19,918	31,535	162,845	6,514
Total value... ...	740,586	586,154	430,733	757,068	171,482	116,659	2,802,682	112,107

* This includes the Italian free ports.

Countries to which Exported.

Articles.	To England	To Egypt.	To Austria.	To Greece.	To Turkey.	To France.	To Russia.	Total in Italian Livres.	Total in Pounds Sterling.
									£
Wine and Spirits ...	...	24,531	7,092	...	3,326	30	...	34,979	1,399
Olive Oil	403,073	11,428	235,533	830	3,730	...	119,027	773,661	30,945
Fruit and Pulse ...	...	3,773	15	74,935	2,340	...	...	81,063	3,242
Dried Figs	...	850	6,392	8,671	23,831	20	...	39,764	1,591
Butter, Cheese, &c...	...	26,965	77	...	500	...	...	27,542	1,102
Cotton, raw	...	...	46,900	...	...	...	...	46,900	1,876
Seeds, chiefly Linseed	...	...	150	171	10	196,330	...	196,661	7,866
Earthen Ware ...	...	...	...	21,318	6,510	...	...	27,828	1,113
All other articles ...	...	65,976	17,280	26,464	4,464	2,770	...	116,954	4,678
Total value ...	403,073	133,523	313,439	132,389	44,711	199,150	119,027	1,345,312	53,812

The value in the preceding tables being only approximate I have calculated the exchange at 25 francs per pound sterling.

I have obtained from one of the native merchants here a list of the average market prices of some of the principal articles of import and export, which I subjoin.

Articles.	Imports.				
	Brindisi Measure.	Italian Livres.	English Measure.	Pounds Sterling.	
Coffee (Rio, inferior) ..	Per Quintale..	200 to 0	Per Cwt.	£ s. d. 4 7 9 to	£ s. d. ..
Sugar, refined (Dutch B.H. No. 1) ..	„	125 „ 0	„	2 14 1 „	..
Coals	Tonnellata	40 „ 45	Ton	1 10 9 „	1 14 10
Bar Iron	Quintale..	35 „ 40	„	15 6 11 „	17 10 9
Sheet Iron	„	40 „ 45	„	17 10 9 „	19 14 7
	Exports.				
Wine	Hectolitre	20 to 30	Gallon	0 0 7¾ to	0 1 0
Olive Oil	Quintale	100 „135	Ton	43 17 8 „	59 3 11
Linseed	Hectolitre	20 „ 22	Quarter	2 6 2 „	2 10 9

The exchange in the above table is calculated at 26 francs per pound sterling, which, considering that for the first four months of the year 1866 it was at par, and for the other eight months it has generally been steady at from 26·50 to 27 francs, is about a fair average.

It is to be regretted that no British merchants have as yet established themselves here, when one considers that this port is destined to be, in future, so intimately connected with the East. The present state of trade is certainly not encouraging, but one must bear in mind that the natives do little to develop it. I cannot help thinking that even at present a good beginning might be made by enterprising men with a little capital and good connections in England and the East. The existing trade might easily be taken out of the hands of the natives, and increased by importing direct from England those articles which now find their way to this port in a round-about way. *Iron* is an article which would do well here; at present nearly the whole supply for Brindisi and the neighbouring ports is drawn from Naples. A depôt of this article, imported direct from England could hardly fail to be remunerative; 1,000 to 1,500 tons per annum might safely be imported to begin with. The same may be said of cotton and woollen manufactures which are brought here from Naples, Bari, &c. by retail dealers. Coal is also an article which deserves attention; it is now imported direct by the consumers (railway and steam boat companies), but, if a depôt were established, it is probable that they would prefer buying it here according to their wants.

The exports would be confined to oil, linseed, and wine. The first named is an article which is at present almost entirely monopolized by the ports of Bari and Gallipoli, which have the advantage of a long established connection, it would therefore be uphill work to compete with them at first, but in time Brindisi, which is close to the great olive growing districts, ought to secure its share of this important trade.

The cultivation of flax would be sure to increase, if there was a larger demand for it; at present this district yields about 10,000 quarters of linseed per annum, and in the year 1866 only 2,622 quarters were exported direct.

Wine is, however, the article to which I would particularly call the attention of the British mercantile public, because as an article of export it has been completely neglected, and is therefore not much known. This is a great vine growing country, and the example of Marsala in Sicily, and of the Spanish Ports, where immense fortunes have been made in this trade, ought to induce speculators in that line to try the experiment here. It is at present manufactured by the natives in a very primitive manner, but the quality of the grapes is, as I mentioned in my General Report, similar to the Spanish and Sicilian. I have tasted wine manufactured by the proprietors for their own use, which would bear comparison with some of the best-made in those countries.

A certain amount of banking business might also be done here; masters of ships are constantly looking out for bills on London, for the purpose of remitting their freight, and such bills can only now be obtained from Naples or Ancona, which increases the cost by commissions, postages, telegrams, &c., and involves loss of time. Strangers passing through on their way to and from the East would also find it convenient to have a banker to apply to.

The forced paper currency which has had such an evil effect on trade, during the year 1866 in Italy, is a source of great inconvenience to masters of British vessels. It would appear that shipowners in England either ignore the fact or do not pay sufficient attention to it in drawing up charter-parties. They seem to think that they guard against being paid in paper by stipulating that the freight is to be paid *in cash*, which

is not the case, *paper* being cash now, and a legal tender in this country. I believe that if the words "gold or silver" were substituted for the word "cash" the difficulty would be obviated.

Agriculture.

The wheat crop of the year 1866 was a very poor one, and as even an average crop in this district is barely sufficient for its wants, considerable quantities of wheat and flour had to be imported in the latter part of the year.

The vintage has not been as abundant as in the previous year, but of a much better quality. The quantity of wine produced in this district amounted to about 1,000,000 gallons, which is about 200,000 gallons less than in 1865.

The linseed crop has also been deficient, yielding about 8,000 quarters, a falling off of 3,000 quarters from the preceding year.

I must here correct a mistake which I find I committed in my General Report, regarding this article. In reducing the old Neapolitan measure of "tumolo" into imperial quarters I must have inadvertently multiplied instead of dividing, for I see on referring to it, that the linseed crop of 1865 was put down at 324,000 imperial quarters, whereas it was 60,000 tumoli or 11,111 quarters; 1 imperial quarter being equal to $5\frac{2}{5}$ tumoli.

The oil crop has been one of the worst on record; I am assured by landed proprietors and oil merchants that it has not amounted to more than one twentieth of what would be considered a good one. This consular district yielded about 1,500 tons of oil in the autumn of 1866.

When I stated in my General Report that the cultivation of olive tree was not as extensive in the district of Brindisi as in the neighbouring ones, I was under the erroneous impression that the limits of the Consulate were determined by those of the municipal district, in which the olive tree is scarce, whereas it would appear that it is the Custom-house district which determines them, and it comprises some of the largest olive plantations in this country, capable of producing under favorable circumstances about 30,000 tons of oil.

I have not succeeded in obtaining any accurate or detailed information as to the cotton crop. I have been assured in a vague sort of manner that the two provinces of Bari and Terra d'Otronto,—in the latter of which this Consulate is situated,—produced in the year 1866 from 30,000 to 40,000 cantari, equal to about 5,840,000 to 7,786,000 English pounds.

The harvest prospects of the present here have been very brilliant till quite lately, when night dews began to cause considerable damage to the corn and the olives. Notwithstanding this, however, there is every reason to hope that the harvest will be a fair one. The vines look very promising and an unusually fine vintage is looked forward to. It is impossible to form any opinion of the olive crop, as it is a fruit which is subject to so many vicissitudes, that until it is gathered the country people are not easy, and the early part of autumn is the most trying season. The damage which it has already sustained, as mentioned above, leaves little hope, however, of anything but an average crop.

Land and Water Communications.

No change has taken place since I sent my General Report.

The number of passengers that were conveyed to Egypt and back by the Italian mail steamers during the year 1866 was as follows:

From Alexandria.	
1st class	331
2nd „	305
3rd „	447
Total	1,083
To Alexandria.	
1st class	240
2nd „	188
3rd „	1,425
Total	1,853

I am under the necessity of correcting another erroneous statement which I made in my General Report, regarding the average time employed by these steamers in accomplishing the passage between Brindisi and Alexandria. During the winter it has been about 80 hours, as far as I have been able to ascertain, and in fine weather it has been done in 73 hours. Passengers complain greatly of the confusion which reigns on the arrival and departure of steamers,—there is no well-regulated service of shore boats, nor of porters,—for both a tariff has been fixed, but as there is never anybody present to enforce it, passengers are at the mercy of a mob of porters who waylay them, and extort fabulous sums for carrying their luggage.

It has been decided that the railroad is to be continued beyond Secce to Otranto, but the works are not being prosecuted at all actively. Of the two bridges, on the line near Brindisi, which were one damaged and one destroyed by the swelling of the torrents last autumn, the former has been repaired and the latter is now in course of construction.

General Remarks.

Under this head I have but little to add to what I stated in my General Report. There has been a slight improvement in the market for domestic articles, and some new shops have been opened, but of a very inferior description.

The prices of provisions in the course of the year 1866 were as follows :

Articles.	Italian Measure.	Italian Money.	English Measure.	English Money.
	Per	*L. s.*	Per	*s. d.*
Beef (with the bone) ..	Kilogr.	1 20 to 1 30	lb.	0 5 to 0 5½
Do. (without bone) ..	„	1 60 „ 1 70	„	0 6½ „ 0 7
Mutton	„	0 80 „ ..	„	0 3¼ „ ..
Lamb	„	0 80 „ ..	„	0 3¼ „ ..
Fowls	Each.	1 60 „ 2 0	Each.	1 3 „ 1 6
Sugar	Kilogr,	1 30 „ ..	lb.	0 5½ „ ..
Flour	„	0 50 „ ..	Bushel.	12 6 „ ..
Cheese (common) ..	„	1 50 „ ..	lb.	0 6 „ ..
Do. (Swiss)	„	2 40 „ ..	„	0 10 „ ..
Do. (Parmesan) ..	„	3 0 „ 4 0	„	1 0 „ 1 4

The exchange in the above table is calculated at 26 francs per pound sterling, for the reason before mentioned.

Brindisi, June 8, 1867.

GENOA.

Report by Mr. Consul M. Y. Brown on the Trade of Genoa during the Year 1866.

The total shipping trading at this port in 1866, has somewhat fallen off both in number and tonnage, as compared with the previous year. The decrease has, however, been in the coasting trade alone, there having been a slight increase in the foreign trade.

The following statement shows the number and tonnage of the vessels of all nations for the last five years :—

	Arrivals.					
	Foreign Trade.		Coasting Trade.		Totals.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
1862	2,900	681,596	6,475	460,590	9,375	1,042,186
1863	3,136	774,384	6,754	551,312	9,890	1,325,696
1864	3,481	847,000	6,708	517,176	10,189	1,364,176
1865	2,970	734,983	6,093	502,987	9,063	1,237,870
1866	3,034	749,033	5,189	443,580	8,223	1,193,613

The next Table will show the share taken by the British and other flags in the foreign trade of the port during the same period.

Arrivals in Foreign Trade only.

	1862.		1863.		1864.		1865.		1866.	
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
British	363	154,114	339	164,574	361	166,559	293	160,290	366	187,311
Italian	1,341	216,579	1,460	280,018	1,779	326,370	1,738	324,810	1,623	323,638
French	620	155,324	804	197,140	755	186,236	585	152,003	545	131,685
Roman	12	1,168	17	1,025	17	1,293	14	719	16	995
United States ...	91	53,528	32	19,312	15	9,476	17	14,280	19	9,005
Spanish	89	16,723	99	20,021	78	13,789	88	13,888	82	14,327
Greek	56	10,141	32	6,068	101	20,321	24	4,888	72	14,266
Dutch	52	10,171	65	12,962	60	14,996	44	11,708	34	9,801
Swedish	48	15,294	70	21,779	73	25,514	56	19,821	53	19,695
Austrian	47	20,508	93	22,913	89	24,960	47	11,388	39	8,995
Other Nations ...	141	27,546	125	29,572	153	57,486	64	21,188	185	29,315
Total ...	2,900	681,596	3,136	774,384	3,481	847,000	2,970	734,983	3,034	749,033

These Tables would tend to show that the slight increase in the foreign trade of this year, is due to an increased import from England, as the shipping of almost every nation has fallen off as compared with the previous year, whereas the British arrivals have increased by 73 vessels, and in tonnage by 17,021 tons, and this fact is confirmed by the trade returns which show the import from England to have been just 1,000,000 francs greater in 1866 than in 1865. As I point out later however, I place no reliance whatsoever on the accuracy of the Custom-house Returns as to distinguishing the imports from each country, the

utmost extent to which they may be trusted being to give with tolerable correctness the total imports of those articles which pay duty. The shipping returns are more reliable however, and I find that not only our own vessels have increased in number and tonnage, but that the arrivals under all flags from England were 740, tonnage 322,975, in 1866, against only 623, tonnage 287,588, in 1865.

The arrivals of British shipping for the last five years have been as follows (not including the coasting trade) :—

	Vessels.	Tonnage.
1862	363	154,114
1863	339	164,574
1864	361	166,559
1865	293	160,290
1866	366	187,311

The increase in 1866 is due chiefly to an unusually large import of coal, for though the Custom-house Returns give the total import of coal at less than that of last year. I have obtained from private sources accurate lists of every cargo arrived, and can guarantee that the import in 1866 exceeded that of 1865, by at least 100,000 tons.

In order to point out, at a glance, in what way the British shipping found employment, I have separated the vessels into classes, according to the nature of their cargoes, as follows :—

ENTERED.

	No.	Tonnage.
Steamers from England with general cargo	138	101,475
„ France with machinery	6	1,983
„ Cagliari with salt	6	3,738
„ England with coals and iron	4	3,386
Sailing Vessels from England with general cargo ..	9	1,520
„ „ „ coals, coke, and iron	128	54,029
„ „ „ fish	15	2,014
„ „ United States with Petroleum, &c.	13	3,202
„ „ England with iron	13	2,085

CLEARED.

Steamers on the regular lines from England to the Mediterranean, cleared with part of inward cargo	135	98,219
Steamers in ballast seeking freight	14	8,810
Sailing Vessels for England direct with cargo ..	25	5,057
„ „ Italian Ports „ „ ..	7	1,300
„ „ England with ballast	27	16,083
„ „ Italian ports with ballast to load there	60	15,757
„ in ballast seeking freight	79	26,891

In the coasting trade the arrivals were 5,189 vessels, tonnage 443,580, of which 188 (tonnage 46,556) were French, and 6 (tonnage 3,738) were English, and the clearances 5,475, tonnage 479,276, of which 252 (tonnage 62,304) were French, and 70 (tonnage 18,148) were English; but the coasting trade, properly so called, is almost entirely in the hands of the Italians themselves, the chief part of the English, and other foreign vessels, which appear by these returns to take part in it, being only entered there because coming from or going to an Italian port, but

being, in fact, engaged in the foreign trade and taking no cargo from one Italian port to the other. The French, who used formerly to have a great part of the passenger trade on this coast in their hands, have gradually been beaten off by the Italians, who are perfectly well able to manage their own affairs at any rate on the sea.

Shipbuilding has again increased considerably in 1866 at all the building yards within this Consulate. The number of vessels launched within my district within the year was 109 (tonnage 39,991), against 92 (tonnage 37,399), in 1865, and 67 (tonnage 24,670) in 1864.

The three principal building yards are at Savona, Varazze, and Sestri Ponente, and the proportion of shipping built in 1866 at these places was as follows :—

	Vessels.	Tonnage.
Savona	15	6,244
Varazze	29	12,030
Sestri Ponente	34	15,634
Other Places	31	5,083
Total	109	38,991

Among the vessels launched at Sestri Ponente were two small steamers. It does not, however, answer well to build steamers here. Steamers are, therefore, generally bought in England, or built there on an order from Genoa; but as to sailing vessels, the Genoese prefer their own to any foreign built ships, and they really have reason to be proud of them, for the vessels launched within these last few years are in general fine models, and are almost invariably thoroughly well-built strong vessels, fit for service in any part of the world.

The harbour improvements have been going on slowly throughout the year, and the western part of the harbour has been considerably benefitted by the lengthening of the outer Mole, which has been carried on about 50 yards further than when I last reported on it. The light on this Mole-end (a red and white light coupled) has been left in the same place where it was, and is therefore now about 80 yards from the end of the prolongation. This is most dangerous, and it is to be hoped that the Government will cause it to be removed further out. I am assured at the port office that this will be done very shortly, but until the change is made, shipmasters making the harbour at night should, if they enter at all, keep as far as possible to the east, and give the outer Mole a wide berth.

The values of the Imports and Exports during the last five years have been, according to the Custom-house registers, as follows :—

	Imports.	Exports.
	£	£
1862	10,473,108	5,672,296
1863	10,487,108	5,277,316
1864	11,225,024	4,464,276
1865	9,009,464	3,220,713
1866	9,223,080	2,828,784

The value of the trade with Great Britain during the same period has been as follows :—

	Imports.	Exports.
	£	£
1862	3,995,628	195,940
1863	3,506,072	185,556
1864	2,724,544	175,172
1865	2,732,232	168,124
1866	2,773,004	167,372

These at least are the amounts according to the Custom-house registers, but I regret to say that no reliance can be placed on the returns obtainable from the Custom-house, at any rate as regards distinguishing the trade of the different countries. The returns may be tolerably correct as far as regards the totals of the articles which pay duty, but they are hopelessly inaccurate as regards those articles which being admitted free of duty are less controlled on arrival. A glaring instance of this occurred in the return of coal imported for last year, which was given at one million and some hundred thousand tons, and was so printed in the return of principal imports and exports for the year. On its being pointed out that there must be a gross error, a fresh statement was prepared, and the return is now given at 287,684 tons, which is again a mistake, but the other way, for the imports from England alone was upwards of 300,000 tons, and a good deal of coal was this year drawn from France. With regard to the inaccuracies which I find in distinguishing the imports and exports from different countries, the cause is perhaps rather the carelessness of the merchants than of the Custom-house. The great mass of imports which pass through Porto Franco are entered as coming from England, France, or any country enjoying equal advantages under treaty, quite at the caprice of the importer's clerk, who, as I have often been told by merchants, never gives himself the trouble even to ask whence they really come. I verily believe, indeed, that the large apparent import from France is considerably swelled by English goods, which under this careless system are declared "Francia." Although, therefore, in compliance with the instructions, I give the trade returns in the prescribed form, I must state that I myself know them to be incorrect in detail, but unfortunately have found it absolutely impossible to correct them, as the value of statistics is so little appreciated as yet in this country, that there are few sources from which to obtain any information whatsoever, and although I take pains to try and collect information in detail from merchants, and from every source at my disposal, the result is quite disheartening.

Imports.

Colonial Produce. The import of coffee in 1866 was 6¾ million kilos., or about double that of 1865, and was probably in excess of the wants of this market, which are calculated at from 5 to 6 million kilos. annually. The chief reason for the increase was the resolution come to to increase largely the municipal dues in all the large towns after the 31st December, 1866; in consequence of which the shopkeepers in Genoa, Milan, Turin, and all the large towns hastened to lay in large stocks before the higher dues should be charged, so as to benefit by the rise in price which was sure to follow the increased taxation. In part also the increased import is due to the fact that this market is beginning to supply Naples and Sicily with colonials, which formerly were almost entirely furnished to those places from Marseilles.

Rio Coffee especially has been in favour this year, the qualities sent thence having been found to be admirably adapted for this market, and commanding a readier sale than any other.

Sugar.—For the same reasons the import of sugar, both refined and unrefined, has increased considerably: having been of refined 20,000,000 kilos., and unrefined 8,000,000 kilos.; against 19,000,000 and 7,000,000 respectively in 1865.

There has been some talk of establishing sugar refineries in this neighbourhood, but it is highly improbable that capital would be ventured in such an undertaking until a better organization of the finances of the country encourages private enterprise to invest their capitals in industrial establishments.

Fish.—The total import of cured fish has increased from 6,000,000 to nearly 7,000,000 kilos. The whole import of codfish met with ready sale afloat and at good prices, especially for the early arrivals. Very little French codfish was imported, partly no doubt owing to the French having had two bad seasons running, but also it would seem that the taste for fish of English cure is somewhat spreading, whereas formerly it could never at all compete with the French in this market, although it was much preferred at Leghorn.

Cotton and Cotton Goods.—The import of raw cotton has largely increased beyond all doubt, but being one of the articles admitted free of duty it is, as I have stated before, almost impossible to get completely reliable statistics on the subject.

The Custom House registers give an import for 1866 of 5,271,450 kilos. against 2,303,900 in 1865; but one of the principal importers here has kindly given himself much trouble to procure a correct account, and he tells me that, as nearly as he can ascertain it, the true import for 1866 was:—

	Kilos.
From England (Indian)	2,500,000
„ „ (American)	600,000
„ Southern Italy	2,200,000
„ The Levant (half of which viâ France) ..	1,400,000
„ United States direct	300,000
„ Brazils, &c.	100,000
Total	7,100,000

Of this quantity, the consumption within this District was about	Kilos. 2,100,000
Exported to Piedmont, Lombardy, and a little to Switzerland	4,600,000
Remaining on hand December 31st, 1866	400,000
Total	7,100,000

The consumption of Indian and other foreign cotton was large compared to that of Italian growth, as about April the fall in price in Liverpool was much greater than in Italy: about 10 per cent. difference. It suited far better therefore to import from thence than to use Castellamare and other Italian cotton.

Prices were as follows per 50 kilos.:

	Highest.	Lowest.
	Lires.	Lires.
Italian, good qualities ..	235	175
„ inferior	200	150
Levantine	190	140
United States	250	190
Surats	230	125
Bengal	160	105

The tendency was towards a fall in price from the beginning of the year till May, from which time it rose till August, and then declined to the end of the year.

The import of cotton yarns increased considerably, having been about double that of 1865; and there was also a considerable increase in the import of cotton manufactures of all kinds: the demand having been considerably increased by the requirements of the army, so much so, that, in spite of the increased importation, the manufacturers and spinners made a very good year of it, owing to the large orders they had from the Government for shirting and underclothing, &c. for the troops.

The import of machinery, cast and wrought iron, and other metals has been about stationary, or rather in excess of last year. The import of copper in sheets, bolts, &c. for shipping having been large owing to the activity in shipbuilding on this coast. With regard to machinery I regret to notice a constant tendency to give the preference to French and Belgian houses rather than to the English.

Exports.

The total exports have, according to the Custom-house registers, fallen from a value of 3,220,713*l.* in 1865 to 2,828,784*l.* in 1866, but it is a good feature that the diminution has not been in the articles of home produce or manufacture; the export of which, on the contrary, has been on the increase during the last two years.

Olive Oil.—The export of this article from Genoa has been larger this year than last, but it must be observed that the oil exported from here is not generally produce of this country, but is mere re-exportation of foreign oil. The oil of the Riviera is, for the most part, exported from the small ports in the neighbourhood of its growth, viz.: Oneglia, Porto Maurizio, &c.

Rice.—The export of rice has also increased, especially to Russia, where it goes in exchange for grain, and to Alexandria to which a great deal has been sent since the plantation of cotton in Egypt has proved more profitable than growing rice there. The export to England, to which only the finest qualities are sent, has also somewhat increased.

Vermicelli.—The export of maccaroni, vermicelli, &c., has increased about threefold, chiefly to Montevideo and Buenos Ayres, where the large Italian colony give rise to a constantly increasing demand. The export to England is also on the increase as the manufacturers here take great trouble to meet the taste of their customers, and manufacture certain qualities expressly for the English market.

Hemp.—The export of hemp from Bologna and Ferrara has also somewhat increased, although more is probably shipped at Leghorn than at Genoa, since the railway from Bologna to Pistoja affords such easy access to the sea. The chief export is for England and France, but last year considerable shipments were also made for the United States.

Metals and Ores.—The export of minerals and ores has fallen below even the small amount exported in 1865, and, although a considerable export may be predicted as an eventual certainty, it is not to be expected that mining will be undertaken on any large scale till the country is more settled. The export of 1866 is of the produce of this neighbourhood, and is limited to a few hundred tons of copper ore.

I subjoin a list of the highest and lowest prices during the year of the principal articles of import and export.

IMPORTS.

Articles.	Prices in Porto Franco.								
	In Italian Money and per Italian Measure.			In English Money and per English Measure.					
	Italian Measure.	Highest.	Lowest.	English Measure.	Highest.		Lowest.		
					£ s. d.		£ s. d.		
Black Sea Wheat, hard ...	Per Hectolitre	31 00	19 00	Per Impl. Qr.	3 9 5		2 2 7		
,, ,, soft ...	,,	27 50	19 00	,,	3 1 8		2 2 7		
American Flour	Barrel	35 00	28 00	Barrel	1 8 0		1 3 0		
Petroleum	100 Kilos.	120 00	55 00	Impl. Gall.	0 3 3		0 1 6		
Coffee:—									
Porto Rico	50 Kilos.	112 00	95 00	Cwt.	4 5 9		3 12 9		
St. Domingo	,,	92 00	80 00	,,	3 10 4		3 1 3		
Rio	,,	90 00	65 00	,,	3 9 0		2 9 9		
Bahia	,,	80 00	60 00	,,	3 1 4		2 6 0		
Sugar:—									
Raw Havana	,,	41 00	32 00	,,	1 11 5		1 4 5		
Best Dutch crushed ...	100 Kilos.	96 00	92 00	,,	1 17 6		1 15 3		
Belgian and French, second quality	,,	94 00	90 00	,,	1 16 0		1 14 6		
English and French ...	,,	84 00	78 00	,,	1 12 2		1 10 0		
Stockfish	,,	73 00	60 00	,,	1 8 0		1 3 0		
Pilchards	Hogshead	130 00	115 00	Hogshead	5 4 0		4 12 0		
Bar-iron	100 Kilos.	25 00	23 00	Ton	10 3 0		9 6 0		
Pig-iron	,,	13 00	11 00	,,	5 5 0		4 9 0		
Tin	,,	270 00	250 00	,,	109 12 0		101 6 0		
Coals:—									
Newcastle, steam ...	Ton	52 00	34 00	,,	2 1 8		1 7 3*		
,, gas	,,	47 00	32 00	,,	1 17 8		1 5 8*		
Cardiff, steam	,,	50 00	31 00	,,	2 0 0		1 4 10*		

EXPORTS.

	Prices free on Board.								
Cheese	100 Kilos.	325 00	315 00	Cwt.	6 12 0		6 7 11		
Hemp first qualities ...	,,	132 00	128 00	Ton	53 10 0		52 0 0		
Hemp inferior	,,	70 00	67 00	,,	28 10 0		27 0 0		
Oil	,,	210 00	180 00	Tun of 252 Impl. Galls.	87 10 0		75 0 0		
Paper	10 Reams.	44 00	40 00	Ream	0 0 3½		0 0 3½		
Bags picked	100 Kilos.	74 00	68 00	Cwt.	1 10 0		1 7 7		
Bags inferior	,,	30 00	29 00	,,	0 12 2		0 11 9		
Rice	,,	47 00	36 00	,,	0 19 1		0 14 8		
Vermicelli, &c.	8 Kilos.	7 50	6 80	lb.	0 0 3½		0 0 3		

Agriculture.—This district produces little but oil, wine, and vegetables. The oil crop of 1865/1866 was an average good one, but not plentiful, while that of 1866/1867 was very bad: the blight having made its appearance early, and great drought having prevailed throughout the summer. The price of oil has consequently risen higher than it has been known for many years, being now 80*l.* to 85*l.* the ton of 252 imperial gallons for best quality. The wine crop of 1866 was a good one, and fruit and vegetables were abundant.

Public Works.—The railway along the coast which, it had been hoped, would have been actively taken in hand has been left as it was, and the works executed are suffering from being left in an unfinished state. The harbour works go on very slowly, and generally little is being done for want of money.

Industries.—The cotton mills and factories have, as I have already noticed, done tolerably well this year. Shipbuilding has been very active. The manufacturers of "paste" or vermicelli are largely increasing their business, and the smaller industries of the place are in general in a flourishing condition. The only sad exception to the general prosperity are the iron works, which with few exceptions are doing badly.

Naturally the most interesting feature of the year has been the mone-

* Price on Board at Genoa.

tary crisis and the institution of a forced paper currency, and it is perhaps worth while shortly to sketch out the leading features of the situation.

At the beginning of the year no apprehension of war seems to have been felt among the mercantile community here, but there was a general uneasiness as to the financial future of the country, which was much increased by the publication, on the 23rd January, of the Minister of Finance's statement, showing a deficit of nearly ten millions sterling for the year. When, however, towards the end of March it became evident that there would be war, in which this country would necessarily take part, and when, in consequence, foreign holders of Italian rente began to press their scrip on the market, rente, which had stood at the beginning of the year at 63, and had gradually fallen, with slight fluctuations, to 58·50, suddenly dropped to 48, at which price it stood at the end of April.

Large amounts of the rente were bought up in London and Paris for this country, and a very large proportion for this town, and as in every case payment had to be made in gold, the drain of this metal out of the country became very severe, and at this time, in addition to the requirements for foreign creditors, the home demand for gold had become very sharp in expectation of a forced paper currency, the strain on the bank became most alarming. This establishment was in self-defence obliged, therefore, to resort to expedients to limit the amount of their outgoings; and the plan adopted was not to raise the rate of discount (which was continued at the usual rate of 6 per cent.), but to discount only a very small proportion of the paper presented, and at the same time, by every possible shift, to limit the amount of specie paid out in exchange for their notes.

This system has been stigmatised as selfish, and even unjustifiable, by many people, who believe that had the Bank followed the only other course open to them, namely to raise the rate of discount at once to 10 per cent. and even higher, the severity of the crisis would have been mitigated. I must leave it to better judges of financial matters than I am to decide which was the best course to pursue under the circumstances, limiting myself to recording the facts that, as it was, two of the principal Joint Stock Banks were forced to suspend payments for a day or two, and that the whole commercial community were brought to contemplate the possibility of being in the same position, but that, at the same time, no single commercial failure did actually occur. I must also point out to the opponents of the plan actually followed, that they should attack the principle, and not the particular action of the Bank in this instance. The principle would no doubt be utterly condemned in England, where raising the rate of discount is the means invariably adopted to check over-pressure. But from the very beginning this principle has not been used in Italy, and it must be remembered that the Bank is not a free agent, and could not increase the rate of discount without Government sanction. As may be imagined, in this state of affairs the decree of the 1st May, freeing the National Bank from the obligation of providing bullion, instituting in short an inconvertible paper currency, so far from creating alarm, was hailed as a Godsend, although the large sum (250,000,000 lire) borrowed from the Bank at the same time rather alarmed people. The day after the decree of 1st May was published gold stood at 102, by the end of May it had risen to 108, and by the end of June it had risen to its highest point 119½, at which time, and in the beginning of July, matters looked their worst, and a forced loan from Government was daily apprehended. I may here mention that a satisfactory feature in the financial history of the year was the ease and cheerfulness with which the forced loan, decreed on the 28th July, was borne by the country. The loan was for 400,000,000

lire, estimated to produce 350,000,000 lire of money, and was allotted in fixed amounts to the different provinces and communes according to their population; the quota for the province of Genoa, with a population of 650,413, being 15,648,284 lire of stock. The price of emission was 95 for individuals, and 90 for those municipalities which chose to take up the whole quota allotted to their district. The municipalities throughout Italy did, very generally, act upon this plan as, independently of the advantage thereby eventually procured to their constituents, it was looked upon as a patriotic act to procure the money thus surely and promptly for the urgent wants of the Government. Some of the large municipalities, however, and among them that of Genoa, declined to interfere, and left it to individuals to take up the loan in the proportions assigned to each, which was done in this town and neighbourhood with readiness, and without any strong feeling of discontent. To a certain degree the stock allotted was held as an investment, but where people were not able, or not disposed to do this, they could always get out of the difficulty at a sacrifice of about 20 per cent. on their allotment, as the scrip was saleable at all times at about 70, and on 31 December stood at 72. Financial affairs were at their worst point about the end of June; gold being then, as I said above at 119½, and rente at 41·50 in paper, No sooner, however, did the news come of the cession of Venetia than gold went down 8 per cent.; actually falling in two days from 119 to 111, and gradually receded to 105½, where it settled at the end of August, and continued with a fractional variation for the remainder of the year. Rente went up at the same time to about 59, where it remained pretty steady, being quoted 59·50 on 31st December.

The premium on specie, even when heaviest, was borne with admirable cheerfulness by all classes, although their only previous experience of such a burden was in 1849, when gold stood for a short time at 105, and in 1859, when the rate never rose above 103; but the want of a fractional circulating medium in lieu of gold and silver provoked universal and well-founded discontent. This additional grievance being caused solely by want of forethought on the part of the proper authorities. When the Bank stopped specie payments the only notes under 100 lire were for 50 and 20 lire; and in much too small quantity to meet the increased demand, especially as copper was also very scarce. These few small notes were at once bought up by speculators, to be resold at a profit; and as for nearly two months after the 1st of May no effort was made by the Bank to supply the want of "change" the transactions of daily life as well as of business were hampered to a most vexatious and injurious extent. The premium on small notes actually reached at one time 8 per cent., or in other words, one had to pay 75 lire for changing a note of 1,000 lire into smaller paper. The Government at last bestirred itself, and by issuing on the 19th June 30,000,000 of lire in bill stamps procured some relief to the public, and by slow degrees the Bank issued new notes of 5, 10, 25, and 40 lire, but the premium on small paper never fell below 1 or 2 per cent. till the end of the year.

Amidst so great a disturbance of commerce it is highly satisfactory to be able to state that no failure of any moment took place in Genoa; one or two small traders and some speculators in rente being the only persons not able to meet their engagements. Another proof of the solidity and wealth of the place is the very large sums invested here in rente during the period it was low, not on speculation at all, but as permanent investment. The amount so invested in Genoa and this immediate neighbourhood during the months of May, June, and July cannot have been less than from 10 to 12,000,000 sterling of nominal capital, or more than 5,000,000*l.* cash.

On the whole, therefore, though the crisis of 1866 was the severest Genoa has ever experienced, it has brought to light an amount of wealth and solidity which has astonished even those who had confidence in its resources.

The following are the Monthly Rates of Exchange for Bills on London at 3 months and at sight during the year 1866 :

	At Three Months.		At Sight.	
	Highest.	Lowest.	Highest.	Lowest.
January	24 84	24 75	25 34	25 24
February	24 90	24 77	25 40	25 24
March	24 97	24 88	25 37	25 28
April	25 15	24 88	25 52	25 25
May	27 10	26 00	27 70	26 55
June	29 40	26 75	30 15	27 40
July	29 40	26 60	30 15	27 25
August	27 10	26 20	27 70	26 65
September	26 35	26 05	26 75	26 45
October	26 85	26 27	27 20	26 57
November	26 60	26 35	26 86	26 61
December	26 52	26 40	26 75	26 63

The rate of discount at the National Bank was from 1st to 4th January 6 per cent., 5th January to 24th February 7 per cent., 25th February to 31st December 6 per cent.

Return of the Imports at the Port of Genoa in the Year 1866.

Articles.	From England.	From France.	From Switzerland.	From Turkey.	From Holland.	From Russia	From Spain.	From Belgium.	From South American Republics.	From all other Countries.	Total. Quantities. Foreign Weights & Measures.	Total. Quantities. English Weights & Measures.	Total. Value. Foreign Money.	Total. Value. English Money.
Wines and Spirits	82,700	5,971,000	400	2,000	377,800	3,900	142,100	200	1,100	215,300	Hectolitres. 113,275	Gallons. 2,493,183	6,796,500	271,860
Coffee	1,893,700	1,576,400	...	400	1,652,800	...	121,100	42,700	125,100	4,728,700	Kilos. 6,760,600	Cwt. 133,076	10,140,900	405,636
Sugar, refined	1,479,700	10,616,700	...	1,300	4,277,700	...	5,200	765,700	12,700	852,600	20,012,888	393,936	18,011,600	720,464
,, unrefined	1,889,200	764,600	13,300	...	901,600	...	32,600	30,400	46.000	2,684,400	7,952,625	156,540	6,362,100	254,484
All other Colonials	5,664,600	7,020,700	96,200	231,300	195,300	3,600	324,100	97,900	758,900	1,283,600	...	...	15,676,200	627,048
Fish	3,081,600	610,800	...	...	...	...	253,600	...	...	156,900	6,838,166	134,603	4,102,900	164,116
Hides	992,400	737,200	55,400	45,400	104,100	...	85,400	...	4,276,700	1,420,400	3,086,800	60,741	7,717,000	308,680
Spun Hemp and Thread ...	1,208,300	614,600	...	...	...	...	...	...	...	10,000	610,800	12,023	1,832,400	73,296
Cotton, raw	6,693,200	2,394,900	...	765,300	...	...	...	...	...	689,500	5,271,450	103,764	10,542,900	421,716
,, yarns	4,278,200	80,900	40,700	...	...	...	...	...	...	14,000	1,103,450	21,720	4,413,800	176,552
,, tissues of	4,736,900	6,852,400	1,878,100	...	300	...	...	...	...	61,300	1,127,417	22,096	13,529,000	541,160
Wool, raw	223,900	1,430,100	...	123,800	...	...	...	...	2,253,600	3,073,500	2,841,960	55,941	7,104,900	284,196
,, tissues of	2,894,500	3,729,300	2,025,600	3,000	1,900	...	...	200	1,300	462,100	455,895	8,974	9,117,900	364,716
Wheat	100	98,700	...	6,238,500	...	14,906,400	4,500	...	...	110,200	Hectolitres. 1,067,920	Quarters. 366,962	21,358,400	854,336
Machinery	1,436,500	2,503,300	...	...	43,700	...	...	5,300	...	273,300	...	...	4,262,100	170,484
Hardware, Arms, &c.	384,400	1,584,500	...	23,200	132,300	...	122,600	75,200	21,700	182,000	...	...	2,525,900	101,036
Cast-iron, pig, railway &c. ...	1,034,800	500	...	...	...	...	...	...	800	3,800	Kilos. 8,665,833	Cwt. 170,579	1,039,900	41,596
,, Manufactures of ...	530,900	75,300	...	...	...	...	...	17,600	100	500	1,561,000	30,727	624,400	24,976
Wrought-iron rod, bar, & rails	2,329,700	3,124,800	...	...	...	...	...	532,300	...	45,000	17,236,571	362,768	6,032,800	241.312
,, Manufactures of	3,214,300	2,594,500	...	...	21,700	...	...	326,500	7,500	75,800	7,800,375	853,543	6,240,300	249,612
Copper, unwrought	487,800	126,800	...	...	...	...	...	...	400	10,700	250,280	4,927	625,700	25,028
,, wrought	1,013,700	462,800	...	...	100	...	200	6,800	100	5,100	425,371	8,373	1,488,800	59,552
Coal and Coke	12,414,800	508,900	...	...	...	...	...	3,800	...	21,900	Tons. 287,764	Tons. 283,219	12,949,400	517,976
Other articles not enumerated above	11,359,200	22,510,400	2,612,300	1,198,700	1,148,800	847,300	352,300	588,900	3,404,800	17,341,900	...	...	61,364,600	2,454,584
Total	62,325,100	75,989,600	6,722,000	8,632,900	8,858,100	15,761,200	1,443,700	2,494,500	10,910,800	33,722,500	...	...	233,860,400	9,354,416

RETURN of Exports at the Port of Genoa or the Year 1866.

Articles.	To England.	To France.	To Italian Porto Francoes.	To Roman States.	To Spain.	To Greece.	To Turkey.	To Russia.	To South American Republics.	To other Places.	TOTAL.			
											Quantities.		Value.	
											Foreign Weights & Measures.	English Weights & Measures.	Foreign Money.	English Money.
											Hectolitres.	Gallons.		
Wines and Spirits	30,200	119,600	31,700	8,700	1,800	300	35,500	33,400	526,900	85,300	14,557	320,401	873,400	34,936
											Kilos.	Cwt.		
Olive Oil	235,300	604,600	67,900	2,600	4,300	2,600	51,100	50,700	939,200	305,800	1,509,400	29,711	2,264,100	90,564
Coffee	1,100	10,000	463,600	347,300	1,100	3,800	40,900	35,800	11,600	16,500	621,133	12,226	931,700	37,268
Drugs	536,900	605,200	389,200	209,800	90,700	29,800	241,000	18,600	783,800	429,800	...	...	3,334,800	133,392
Fruits, Seeds, &c.	276,600	984,400	22,800	1,800	1,600	1,900	7,100	6,200	530,300	161,900	...	...	1,994,600	79,784
Cheese	34,800	256,300	146,000	319,600	6,800	1,900	28,800	41,500	281,900	38,500	578,050	11,378	1,156,100	46,244
Hides	7,700	341,700	1,242,500	66,900	640,200	520,100	192,900	9,600	1,800	82,800	1,242,480	24,457	3,106,200	124,248
Hemp and Flax	207,800	1,346,900	9,600	10,500	509,600	...	800	...	27,700	209,900	2,322,800	45,723	2,322,800	92,912
Tissues of Hemp and Flax ...	16,500	30,400	406,900	99,400	18,900	900	38,100	20,500	164,100	28,000	82,370	1,621	823,700	32,948
Other Manufactures of ditto ...	3,600	490,400	148,200	16,100	119,600	1,200	38,800	2,000	2,692,700	243,000	...	...	3,754,800	150,192
Tissues of Cotton	14,600	55,400	1,153,900	1,117,800	2,900	...	10,600	6,100	149,300	50,200	213,400	4,301	2,560,800	102,432
,, of Wool.	44,500	92,600	2,765,200	559,800	5,700	...	5,100	1,600	63,300	6,000	177,190	3,488	3,543,800	141,752
Silk, raw	...	1,634,500	...	58,600	...	...	76,400	...	...	190,800	32,672	643	1,960,300	78,412
Tissues of Silk	85,200	223,500	826,600	145,700	200	2,200	170,600	500	61,800	165,600	16,818	331	1,681,800	67,272
Other Manufactures of Silk & Cocoons	12,000	819,200	505,400	48,800	...	...	18,000	...	211,400	35,000	..	...	1,649,800	65,992
Rice	195,400	5,484,900	16,700	133,800	26,900	988,900	7,316,400	1,582,300	1,067,900	473,200	43,215,750	850,663	17,286,400	691,456
Vermicelli	169,300	107,400	7,000	17,300	1,400	500	85,900	3,200	931,200	120,500	2,411,167	47,462	1,446,700	57,868
Wood, Manufactures of	16,700	111,800	35,500	7,900	9,100	3,800	26,800	23,500	167,100	134,800	...	...	537,800	21,480
Paper	17,000	71,400	26,000	900	3,400	...	3,400	100	2,229,500	259,800	1,305,750	25,703	2,611,500	104,460
Metals and Ores	935,800	180,100	815,900	148,700	5,300	1,800	47,700	7,700	130,700	28,700	...	...	2,302,400	92,096
Marble and other stones ...	214,300	229,300	41,200	13,900	167,500	1,100	33,000	31,800	420,000	490,200	...	...	1,642,300	65,692
Other articles not enumerated above	1,129,000	4,323,000	2,940,000	992,800	192,300	7,900	241,900	145,200	1,577,800	1,383,700	...	...	12,934,600	517,384
Total	4,184,300	18,122,600	12,061,700	4,328,700	1,810,300	1,568,700	8,713,000	2,020,300	12,970,000	4,940,000	...	...	70,719,600	2,828,784

Genoa, May 14, 1867.

VENICE.

Report by Mr. Consul-General Perry on the Trade and Commerce of Venice for the Year 1866.

THE political agitation of this country, and particularly of the Venetian Provinces, which, for many preceding years, tended so greatly to depress the trade and commerce of Venice, operated with still greater force in 1866, as the crisis drew nearer, and the apprehensions of war increased, causing a suspension of the usual importations, in March, by sailing vessels, and in May, by steamers, which continued till the war so unexpectedly terminated in October. The trade returns of 1866, consequently, show a considerable falling off compared with those of the preceding year, principally in the trade with the interior.

NAVIGATION.

TOTAL Number of Vessels Entered and Cleared, including Coasting Vessels, with amount of Tonnage.

	Vessels.	Tons.
In 1865	6,179	585,873
„ 1866	5,699	601,643

Showing, in the general movement of shipping in 1866, compared with 1865, a decrease of 480 vessels, but an increase of tonnage amounting to 15,770 tons.

BRITISH Shipping Entered in Venice in 1866 compared with 1865.

	Screw Steamers.				Sailing Vessels.			Total.			
	Vessels.	Tons.	Crews.	Horse Power.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Horse Power.
1865	31	29,583	1,050	5,127	27	10,738	385	68	38,321	1,435	5,127
1866	43	34,018	1,348	6,927	18	5,001	182	61	39,019	1,530	6,927

Showing that, although the number of British vessels entered in 1866 was seven less than in 1865, the amount of tonnage was greater by 698 tons, owing to the greater number and heavier tonnage of the steam-vessels.

The 48 steamers brought general merchandize from the following ports :—22 from Liverpool, 16 from London, and 5 from Glasgow.

The 18 sailing vessels—

2 with cargoes of Pilchards from Cornwall.
2 „ Herrings from Yarmouth.
1 „ Coffee from Hayti.
11 „ Coals { 8 from Sunderland. 2 from New York. 1 from Clyde.
1 „ Pig Iron from Clyde.
1 in ballast from Malta.

It is to be remarked in relation to number of fish vessels, that a

great part of the pilchards imported from Cornwall, and of the herrings from Yarmouth, were brought by the London and Liverpool steamers.

Although the tonnage of the British shipping arrived in 1866 was somewhat more than in 1865, it does not form so large a proportion of the total amount of tonnage of vessels arriving under foreign flag, in consequence of the Chamber of Commerce having classed (somewhat prematurely) all the Austrian shipping in 1866 as vessels under foreign flag, as will be seen by the following Table, viz. :—

	Vessels.	Tons.
American (United States)	1	443
Hanoverian	1	130
Austrian	2,321	217,754
Bremen	1	308
French	1	177
Greek	7	836
Holstein	1	91
British	61	39,019
Mecklenburg	3	993
Dutch	13	3,879
Turkish	11	1,366
Prussian	2	532
Russian	5	1,976
Norway and Sweden	6	1,658
Total	2,436	269,162

The Italian port charges are considerably lower than those of Austria, as will be seen by the following comparison, and it may be hoped that the advantages thus afforded to shipping will have a favourable influence on the shipping returns of future years.

Austrian Port Charges.

For Steamers and Sailing Vessels.	From Foreign Ports.	From Austrian Ports.
	Aust. Soldi.	Aust. Soldi.
Health Office Dues	5	5
Tonnage Dues	20	20
Light Dues	14	$5\frac{1}{4}$
Total	39	$30\frac{1}{4}$

Of steam-ships, the English ton is equal to the Austrian (30 per cent. being allowed for the engine and coal room), but of sailing-ships, the Austrian tonnage exceeds the English register by 20 per cent.; hence, for an English register ton about 47 soldi ($11\frac{23}{100}d.$) are paid from foreign port, and about 37 ($8\frac{88}{100}d.$) from Austrian ports.

Italian Port Charges.—Steam-ships from whencesoever arrived :—Health dues, 5 Italian cents per Italian ton; light dues, 50 cents. per ton; total, 55 cents. per ton, with liberty to touch at any Italian port within the month, on again paying solely the health dues.

In steam-ships, the English ton has an advantage of about 10 per cent., 40 per cent., instead of 30 per cent., being allowed for the engine and coal-room; the charges are, therefore, about 49 Italian cents., equal to 60 Austrian soldi ($4\frac{8}{100}d.$) per ton.

Steamers may also pay the charges for one year on payment of 1·50 Italian livre for light dues and 50 cents. for health dues.

In sailing vessels, the English ton is equal to the Italian, and pays

for health dues, 20 cents., and light dues, 50 cents., together 70 cents., or about 28½ Austrian soldi ($6\frac{84}{100}d.$)

Trade and Commerce.

Table showing the value of Merchandize Imported and Exported by sea at Venice, in the year 1866, compared with 1865.

Imports from and Exports to	Imports. Italian Livres.		Exports. Italian Livres.	
	1866.	1865.	1866.	1865.
Sicily	184,902	161,980	492,014	453,350
Naples, Puglia, Abruzzi and Calabria	5,198,482	4,824,522	692,802	1,644,452
Pontifical States, Umbria, The Marches, and Emilia	858,224	990,852	844,657	1,176,090
Tuscany	43,365	216,570	..	..
Genoa and Sardinia	70,520	208,757	240	17,700
Venetia	250,941	226,372	437,341	113,873
Italian Ports	6,607,434	6,629,053	2,467,054	3,405,468
United States of America	426,624	955,990	..	..
Hayti, St. Domingo	355,300	314,765	..	..
Barbary States	287,145	187,460	244,947	161,420
Egypt	198,615	116,952	586,722	746,870
Moldavia and Wallachia	63,820	81,300	..	..
Turkey	979,157	736,757	405,315	414,993
Russia	63,456	184,940	..	..
Sweden and Norway	440,400	1,836,890	..	..
Belgium	59,465	210,595	..	..
Holland	1,656,487	1,078,797	129,360	418,125
Malta	46,722	11,400	585,815	627,652
Great Britain	7,709,986	7,936,402	13,151,203	12,324,835
Spain	20,000	17,400	..	..
France	719,399	1,092,527	135,095	227,452
Greece	39,320	50,810	334,504	478,208
Ionian Islands	610,185	900,725	821,541	877,270
Austria	35,178,362	34,147,488	12,343,990	12,170,318
Foreign Ports	48,854,443	49,861,198	28,738,501	28,447,143
Total	55,461,877	56,490,251	31,205,555	31,852,611

Total Imports and Exports united.

	£
1865	88,342,862
1866	86,667,432
Decrease	1,675,430 = £67,017

The foregoing Table shows that, although it appears by the Navigation Returns that the amount of tonnage was larger in 1866 than in 1865, there is a falling off of trade by sea of 1,675,430 Italian livres (67,017*l.*) It is to be remarked in this Table that the trade with Austrian ports (*i. e.*, the ports of Trieste, Illyria, and Dalmatia), although Venice was, till the end of October, 1866, a port of the same country, has been comprised by the Chamber of Commerce in the trade with foreign countries, whilst the trade with Italian ports, which last year was calculated as foreign, is now considered as home trade, and that the imports from Austria in 1866 amount to no less than 35,174,352 Italian

livres (nearly three fourths of the whole import trade of Venice), and the exports to Austria to 12,314,939 Italian livres, showing an increase in 1866 over the preceding year of 1,030,871 Italian livres in the imports and of 173,681 Italian livres in the exports, while the trade with Great Britain shows a decrease of 226,416 Italian livres (9,056*l.*) in the imports, and an increase of 826,318 Italian livres (33,052*l.*) in the exports.

The following is the value of the principal articles of traffic with Great Britain in 1866, as published in the returns of the Chamber of Commerce, viz.:—

Imports.

	Italian Liv.		£
Coals and Coke	1,733,975	equal	69,359
Coffee and Cocoa	666,992	„	26,679
Cotton Wool	174,212	„	6,968
Cotton, Linen, and Woollen Yarn	300,817	„	12,032
Oils—			
Cotton 1,234,500			
Linseed 7,080			
Fish 350			
	1,241,930	„	49,677
Weft Manufactures—			
Cotton 1,058,643			
Woollen 445,725			
Linen 105,062			
Mixed 60,900			
	1,607,332	„	64,293
Metals—			
Pig Iron, Copper, Tin, Zinc 73,930			
Tin Goods and Plates 58,625			
Iron, Wrought, Cylinder and Cast 510,065			
Iron Goods 172,625			
Brass and Copper Goods 7,600			
	822,845	„	32,913
Hardware	160,250	„	6,410
Porcelain and Earthenware	183,900	„	7,356
Nitre	102,250	„	4,090
Smoked Herrings	114,600	„	4,584
Pickled Pilchards	178,500	„	7,140
Sugar, Refined	76,850	„	3,074

Exports.

Hemp	8,670,150	„	346,806
Grain—			
Oats 68,900			
Wheat 1,315,307			
Barley 30,647			
Rice 99,200			
Wheat Flour 21,712			
	1,535,766	„	61,430
Glass—			
Beads 2,303,175			
Vessels and Spun 35,850			
	2,339,025	„	93,561
Wood—			
Walnut Planks and Gun-stocks 78,360			
As Furniture 43,665			
	122,025	„	4,881
Rags	91,590	„	3,663
Wool	24,123	„	964
Cattle, Bones, and Hoofs	51,290	„	2,011
Shumac	47,062	„	1,882
Whisks	53,443	„	2,037

The principal decrease of trade with foreign countries has been in the importations from Norway and Sweden, the amount of which is 1,396,490 Italian livres less than in 1865. The trade with the Ionian Islands and with France also shows a decrease. The greatest falling off in the importations by sea was in the following articles :—

	Italian Liv.		£
Fish, fresh, dried and salted	1,575,506	equal	63,020
Oil	1,794,291	„	71,771
Fruit, fresh and dried	242,812	„	9,712
Medicinals	523,422	„	20,936
Tobacco	1,212,854	„	48,514
Grain	649,480	„	25,779
Stones, Quarry, Lime and Cement ..	1,122,668	„	44,906
Cotton	588,226	„	23,529

The increase of imports was principally in—

	Italian Liv.		£
Manufactures and Twist	1,580,282	equal	63,211
Colonials and Drugs	2,190,819	„	87,632
Wines and Spirits	2,230,766	„	89,328

In exports, almost all articles have fallen off, and the only important increase is in grain, the shipments of which exceed those of 1865 by 1,319,704 Italian livres (52,788*l.*)

The comparison of the trade by land and river navigation in 1865 and 1866 is as follows :—

	Total Imports.	Total Exports.
	Italian Liv.	Italian Liv.
1865	54,806,090	38,156,448
1866	43,777,580	31,116,119
Decrease	11,028,510	7,040,329

From which it appears the decrease of trade by land and river navigation in 1866 was 18,068,339, which, added to the decrease in the amount of trade by sea, makes the total falling off 19,744,269 Italian livres, or 789,771*l.* 15*s.*

The large deficiency of trade with the interior is undoubtedly attributable to the war, by which, for several months, this branch of trade was interrupted.

The Venetians now look forward with hope to a new and more prosperous era in their commercial annals, resulting from the advantages they derive from the annexation of Venice to the kingdom of Italy under a liberal constitutional Government, favourable to the system of free trade and moderate tariffs, abolishing prohibitory duties, and by whose fostering care their commercial interests will be protected, and the port and arsenal improved and perfected. To these advantages may be added that of their possessing the sympathy of the Italian nation, which will lead Italian consumers to purchase the articles they require at Venice rather than at Trieste. An increase of trade may likewise be expected from the opening of the railway communication with Munich and Southern Germany.

There can be no doubt that the change of Government affords a favourable opportunity of extending and improving the trade of the port of Venice ; but to realize the hopes of the Venetians, much activity and exertion on their part will be necessary to recall to Venice the trade which has for years been alienated, the importance of which will be seen by the large amount of importations from Austrian ports, shown in Table

of Trade by Sea of 1866. It is necessary to form a market in Venice, well supplied with every description of produce required for the consumption of the interior; and for this object the present number of importing houses is insufficient. Much has been said and published about the formation of commercial companies and the establishment of new houses, but nothing has been done beyond the formation of new banking establishments. It has been proposed to unite the Discount Bank which existed in Venice, denominated "Società Mercantile," to the National Bank of Italy; but whether this union will be combined is yet uncertain. The "Banca del Popolo" of Florence has established a branch here, besides which a new bank, called the "Banco Popolare," has been formed in shares of small amount, on the principal of mutual assistance, which has been so successful in Germany, with a view to afford aid to industrious and meritorious tradesmen.

Tariff.

The Italian Customs tariff is far more favourable than that of Austria to the importation of the following important articles of British commerce :—

	Italian.				Austrian.			
	Per cwt.				Per cwt.			
Fish—	*s.*	*d.*	*s.*	*d.*	*s.*	*d.*	*s.*	*d.*
Salmon, Codfish, Pilchards, Herrings, and Stockfish	1	7½	..		3	6	..	
Linen Weft Goods, according to quality .	9	3	to 46	0	20	4	to 532	10
Linen and Hemp Yarn. On Twist and Dyed Yarns the Italian are much lower								
Cotton Yarn, according to quality ..	6	1	12	2½	8	1½	26	8
Cotton Weft Goods	29	4	81	3	73	2	532	10
Woollen Weft Goods	56	1	121	11	73	2	532	10

Leather—

The Italian admits of the importation of tanned Hides and Leather, which is precluded by the Austrian tariff.

Iron and Ironwares—

The Italian duties on Iron and all sorts of Iron and Steel, and on all descriptions of Metal Goods, afford facilities for their importation which the high duties of Austria impeded.

From the advantages thus afforded, it is reasonable to expect an increase of trade with Great Britain in these articles and many others which may advantageously be imported from thence.

Industry.

The industrial undertakings of Venice which merit remark in this Report are as follows :—

Dr. Salviati's Manufactory of Glass, Enamel, and Mosaic Works.—The meritorious labours of Dr. Salviati to perfect this branch of science, and his successful production of mosaic pictures, as well as his admirable imitation of ancient Venetian glass vessels, have procured for him in England that pecuniary aid necessary for the success of his undertaking which he had in vain sought from his wealthy countrymen; and, under the auspices of English gentlemen, zealous promoters of the fine arts, he has been enabled to form in London a limited company of English capitalists, and will now be able to pursue his labours with the most favourable prospects.

Tanning and Leather Dressing.—This branch of industry appears to

be on the increase; one large establishment, in which steam-power is now employed, gives constant work to more than a hundred workmen. The raw hides are imported principally from Dalmatia, and only a small proportion from England.

Agriculture.

Grain.—The harvests in the Venetian provinces both of wheat and Indian corn were again good in quality, and sufficiently abundant, so that no importations of foreign growth were necessary, notwithstanding which, prices were maintained too high to encourage exportations to England. Opportunities, however, of low freights per steamers, caused some shipments of wheat to be made in the early part of the year and in the autumn, amounting to about 22,000 quarters; about 2,500 quarters of oats were also shipped. Prices of wheat ranged from 44*s.* to 55*s.* per quarter free on board, and of Indian corn from 32*s.* to 35*s.* per quarter, free on board.

Hemp.—The hemp crops in the Roman States were reported to have proved less productive than those of 1865, and with a larger proportion of inferior quality. Prices were firmly sustained at from 32*l.* 10*s.* to 35*l.* 10*s* per ton, free on board, for first Ferrara cordage, in pressed bales, and other qualities in proportion. The reluctance of the consumers in England to pay the rates demanded by the growers caused the amount of shipments in the first three months of the season to be less than in the previous year. Since December there has been an active trade in this article.

Vintage.—The efficiency of the use of sulphur as a preventative of the disease of the vine was so manifest in 1865, that many proprietors considered the disease was exterminated, and, in order to save the expense, discontinued its use. The consequence was the reappearance of the disease in 1866, and the destruction of a great part of the grapes; the vintage was, therefore, a scanty one, and the wine produced inferior in quality to that of 1865.

Silk.—The production of this article was nearly on a par with that of 1865. The fresh seed imported from Japan proved generally good; but it is remarkable that the eggs produced by the worm from the Japan seed were subject to the same disease as the indigenous eggs, and it would therefore appear that the disease which of late years has been so destructive to this insect proceeds from local causes, either in the atmosphere or in the mulberry tree.

The works projected and approved by the King on his last visit to Venice, for deepening the entrance to the port of Malamocco, and for deepening and widening the channel from thence to the port and arsenal of Venice, and likewise for making those improvements in the interior of the arsenal which are rendered necessary by the modern system of naval construction, will not only benefit the condition of the city, by affording employment to numerous artizans, but, by rendering the port easy of access to vessels of large tonnage, they will afford important advantages to the foreign commerce of the port, which, united with greater facilities which will be afforded to commercial enterprize, by the formation of liberal commercial treaties, as well with Austria as the other States of Germany, and the opening in August of the new line of railway over the Brenner, and a moderate Customs tariff, will, it may be hoped, afford encouragement for the formation of new and extensive mercantile houses, which are essentially necessary to restore the foreign trade of Venice. The probability of the establishment of a line of steamers from Venice to Alexandria will be an additional incentive to

the formation of new commercial houses; and to press and promote the establishment of this line, his Highness the Viceroy of Egypt has now sent Tili Bey with a commission to this country, and has offered to put several of his steamers on the line.

Exchange for Pound Sterling.—25 Italian livres, 10 Austrian florins.

Venice, June, 1867.

PERSIA.

TABREEZ.

Report by Mr. Consul-General Keith Abbott on the Trade and Commerce of Tabreez for the Year 1866.

The past year is considered to have been more unfavourable to commerce in this country than any other period since the first establishment of European merchants at Tabreez. Several causes combined to render it so, which were not anticipated the year before, namely, the fluctuating state of the cotton markets in Europe during the early part of the year—the monetary depression occasioned by the war in Germany—the spread of cholera in this province during the summer and autumn—the almost entire failure of the silk raccólta, in consequence of disease amongst the silkworms, and finally, the serious depreciation which has taken place in the native currency.

Notwithstanding these unfavourable circumstances, however, the quantities of the principal articles of importation from Europe did not vary greatly in amount from those of 1865; but the stock remaining on hand at the end of the year was greater than usual. The general fall in prices, which had involved nearly all the foreign merchants in heavy losses, might be supposed to have had a tendency towards increased consumption; but this seems to have been checked by other conditions affecting trade, and acting unfavourably on the demand for foreign luxuries, since the quantity of English merchandise (the importation of which forms the principal branch of the trade) remaining undisposed of at the close of the year is supposed to have amounted to about one-third of the whole supply received.

The losses which the European merchants have sustained in their commercial operations during the past year, arising from the fall in prices, were unavoidable, after the tendency of the cotton markets to right themselves by a revival of the supplies of the raw article, and a similar result is still to be apprehended for some time longer, until cotton arrives again at its more normal value. The prospects for foreign trade in this country are, therefore, not encouraging, and the failure of the silk raccólta in Ghilan is a misfortune which may be felt for some time to come, for the Persian Government has manifested no proper concern for the condition of one of the principal branches of the native industry, nor has it adopted any measures yet for lightening the misfortune which has befallen the country, through a judicious application of the only remedy which is available under the circumstances. The silk produced in Persia was the principal resource of the country for the maintenance of its commerce with Europe, it was the only article of value, largely produced, available for exportation to the West, and at recent high prices it might be worth about 1,100,000*l.* sterling; but the produce in 1866 is supposed not to have exceeded a sixth of the usual quantity, and a deficiency in the resources of the country to the extent of upwards of 900,000*l.* is the result. Such an amount, abstracted from the ordinary circulation of an impoverished state, the whole revenue of which does not exceed a million and a-half sterling, must act very injuriously for a time on its trade, and the greatest apprehension is felt lest the present should prove even a more

disastrous year to the merchant than the last. Time will be required to restore the production of silk to its former condition, and it is notorious how tardily such losses are repaired in exhausted and ill-governed countries.

The contraband trade carried on from Tabreez with the Russian Caucassian districts in the manufactures of England, and which brings to this market a supply of Russian gold and silver, has very much fallen off during the last few years, in consequence, partly, of the greater vigilance with which the frontier has been watched, and partly from the increased traffic which has sprung up by the route through Poti, to which line the smuggling trade is probably now in part transferred, the Customs duties raised there being still very high. In like manner, since the Poti route has become more frequented, the demand for the plain manufactures of England, which were dyed in Persia for exportation to the Russian provinces, has declined, and a part of the process of conversion from plain white and grey to dyed articles is now carried on at Tiflis. Both circumstances alluded to, though not of great importance in themselves, have contributed, with other causes, to the depression of commerce in this place.

The continually increasing depreciation in the value of the native coinage to which I have already alluded is a cause of embarrassment to the foreign merchant, since it leaves him no fixed basis on which to calculate the probable result of his commercial operations. The silver coin especially has been tampered with, and the sahibkuan, which three years since was reckoned at $10\frac{1}{2}d.$, has been found, by assays made in France, to vary in value far below this figure, and to be reduced in some cases as low as 85 centimes or about $8\frac{1}{8}d.$ The Government of Persia is so utterly bankrupt in its finances that it is to be feared the depreciation of the coinage will be carried still further. The exportation of Persian gold coin has been prohibited, and foreign gold and silver flow into the country in very diminished quantities since the failure of the silk. Increased difficulty is, therefore, experienced in procuring the means of remittance to Europe.

The following particulars of the importations and exportations to and from Tabreez can only be offered as being approximatively correct. The Custom-house returns furnished for 1866 were so designedly inaccurate that I have been obliged to have recourse to any chance source of information within my reach for many of the details. These particulars, however, if of no other value, will serve to show the nature of the trade at present existing here, and those which relate to British commerce are probably very near the truth.

Importations from Europe, not including Russia.

	£
Cotton Manufactures, almost entirely English, 37,234 Packages, of which 24,516 printed and coloured goods, and 12,718 plain cottons, valued at 33*l.* 10*s.* per packet for the former, and at 22*l.* 10*s.* per package for the latter for cost, with charges as far as Tabreez	1,107,441
Muslins, handkerchiefs, scarfs, shalloons, also mostly English	15,000
Cotton Twist, English, 200 mule loads at 82*l.*	16,400
Steel, English, 350 loads at 10*l.*	3,500
Tin plates, English..	1,500
Hardware, English, the exact quantity not known ..	3,800
Aproximate value of British importations ..	1,147,641

	£
*Hardware, German, Belgian, and French, 1,882 mule loads at 32*l.*	60,224
*China and earthenware of Continental Europe, 2,270 mule loads at 24*l.*	54,480
*Glassware, principally Bohemian, 4,050 mule loads at 28*l.*	113,400
Looking glasses	2,000
Gun flints, 50 mule loads at 8*l.*	400
Sulphur, 359 mule loads at 32*l.*	11,485
Cochineal, 64 packages at 110*l.*	1,040
Paper, 275 mule loads at 29*l.*	7,925
Window glass, 770 mule loads at 112*s.*	4,312
Woollen cloths, chiefly German, 570 mule loads at 196*l.* per load	111,720
French silks, 160 cases at 120*l.*	19,200
Silk velvets, French and Italian	1,000
Loaf sugar, chiefly French, through Turkey, 7,580 mule loads; through Tiflis, 6,250 mule loads; 13,830 mule loads at 9*l.* 10*s.*	131,315
Tea from France, Holland, and Germany, 550 mule loads at 50*l.*	27,500
Watches, tin, and sal ammoniac, rum, liqueurs, wine, beer, which are all imported, but are not noticed in the Custom-house returns	552,071
Approximate value of imports from Europe	1,699,712

N.B.—The quantities of those articles which are marked with an asterisk (*) appear to me exaggerated; but I have no means of ascertaining the exact truth.

Exportations from Tabreez to Turkey and Europe.

	£
Raw cotton, 5,182 bales, about 932,670 lbs., at 5*l.* 15*s.* per bale	29,796
Raw silk (principally of the produce of 1865), 6,240 ballots at 60*l.*	374,400
Tobacco, 21,960 ballots at 2*l.*	43,920
Gall nuts, 2,260 packages at 7*l.*	15,820
Kuman shawls, 352 bales at 43*l.*	15,136
Persian silk and cotton manufactures	24,000
Almonds, raisins and other dried fruits (from various districts of Azerbaijon, not passing through Tabreez) quantity uncertain	..
Bees wax	3,530
Lambskins	2,600
Carpets	3,380
Safflower	1,300
Stenna and other dyes	2,744
Tallow, rice, wool, butter, pipe-sticks, writing reeds, opium, value unknown	..
Approximate value of the principal articles of exportation from Tabreez to Turkey and Europe	516,626

The foregoing details exhibit a decrease in the value of British importations since 1865 of 112,000*l.* The sum stated as the total value of British importations into Tabreez, however, does not represent that of the whole amount of such importations into the North of Persia, a considerable quantity, but of which no return is obtainable, going for the supply of the districts lying west of Tabreez. As they never reach the latter place they do not figure in the Custom-house accounts here; they amount, very probably, to about one-fourth of the quantity which enters Tabreez.

Germany still possesses a monopoly of the market for woollen cloths, the importations of which were rather larger than in 1865.

The value of French goods imported may have amounted in 1866 to about 180,000*l.*, France has the sugar market almost entirely to herself.

The commerce of Russia with this part of Persia continues to be of small importance; but the trade in exports of Persian produce to Russia is of more consequence, and is, I believe, an improving branch. Without being very confident of the accuracy of many of the details given below, I believe I may state the value of Russian importations to be within 100,000*l.*, and that of Persian exports to Russia from this place within 400,000*l.* The principal articles under the two heads were as follows:—

Importations from Russia to Tabreez.

	£
Glassware, 500 loads at 28*l.*	14,000
China and earthenware, 270 mule loads at 24*l.*	6,480
Hardware, 830 mule loads at 82*l.*	26,560
Brassware, 550 mule loads at 50*l.*	2,750
Naptha, black and white, 1,000 mule loads at 2*l.* 10*s.*	2,500
Hides, 250 mule loads at 12*l.*	3,000
Gold and silver lace	3,520
Muslins, 25 loads at 24*l.*	600
Sheepskins cloaks, called yapoonchu, 30 loads	360
Woollen manufactures of Karabagh, &c., 30 loads	1,120
Paper of low quality, 450 loads at 11*l.*	4,950
Composite candles, 3,000 poods at 2*l.*	6,000
Painted boxes	2,000
Copper of Ordonbad, 420½ loads at 16*l.*	6,708
Total	80,548

Exportations from Tabreez to the Russian Provinces.

	£
Cotton and silk manufactures of Persia	70,000
Kuman shawls, 352 packages at 43*l.*	15,136
English cottons dyed in Persia, 3,300 packages at 35*l.**	115,600
Raw cotton, 7,776 bales, about 1,819,584 lbs. at 7*l.* 10*s.*	58,320
Carpets	3,650
Fox skins, 115 mule loads at 64*l.*	7,360
Marten cat skins, 5 mule loads at 560*l.*	2,800
Turpentine, 400 loads at 11*l.*	4,400
Gall nuts	4,150
Raw silk, 26 ballots at 60*l.*	1,560
Leather	4,000
Dried fruits, 22,500½ mule loads, about	80,000
Total	366,876

To those who are unacquainted with the general poverty of Russian commerce in the East, the valuation I have made of Russian importations into this part of Persia may appear underrated and improbable. I believe, however, that my estimate will be found to be nearly correct, though it is certainly a matter of surprise that Russia, with the facilities she possesses in water-carriage through the European territory to the Caspian and the northern shores of Persia, should enjoy no greater amount of the foreign trade carried on with the latter country, and that England, notwithstanding her remote situation and the indirect and expensive mode of conveyance to which her traffic with Persia is exposed, should still possess a commerce in importations to this part of

* I consider the quantity of these goods to be very much exaggerated.

Persia about twelve times more valuable than that of Russia, no indeed that it is carried on by Englishmen but by natives of the country, and by Greeks and other foreigners established on the spot. The reason of the superior value of English over Russian commerce in this part is the greater cheapness and better adaptation to the general wants of the people of the commodities brought from England. The bulky raw produce of Russia cannot be transported far inland, and her manufactures have not attained to an excellence, combined with cheapness, which would give them a chance at present in a competition with those of other European countries, or ensure them an extensive demand in the markets of Asia. The articles of Russian manufacture which reach Persia are usually of a rough and inferior description.

A number of small traders, about 80 altogether just now, natives of the adjoining Russian provinces, reside at Tabreez; but there is no considerable merchant of Russia in this or any other part of Persia.

There is little to notice respecting the business carried on during the past year in exportations. The condition of the silk trade has been described. Raw cotton was exported in nearly the same quantity as in 1865, but the value in sterling was less, owing chiefly to the great difference which has taken place in the exchange. Whilst the price of cotton continues high in the West the inferior produce of this country will probably continue to be purchased in Europe; but it is thought that the demand for it will cease there when the finer qualities return to their former value.

The Turkish Government has, during the past year, re-established a Consulate at Tabreez, where the affairs of its subject rendered such an appointment necessary, though Turkey possesses very little commerce of its own in the country. The French Government has also established a Consulate here, though that Government has few interests in the place and the limited trade which exists here in the merchandise of France is almost wholly in the hands of other foreigners.

Tabreez, April 20, 1867.

PORTUGAL.

ST. MICHAEL'S.

Report by Mr. Consul Vines on the Trade of St. Michael's for the Year 1866.

Shipping.—The Custom-house Returns show an increase in both British and Foreign vessels employed in the trade of St. Michael's, during the year under review, when compared with the previous year. 493 Ships of all nations, with an aggregate of 69,511 tons, entered and cleared this port in 1866, of which 298 were British vessels, measuring 38,025 tons. In 1865 the number of vessels which anchored in St. Michael's Roadstead was 459, with a gross measurement of 44,395 tons, including 34,451 tons of British shipping.

Imports.—The gross value of imports in 1866 was 141,756*l.*, of which 70,476*l.* represented the value of the imports of general merchandize, and manufactured goods from Great Britain; 59,260*l.* from Portugal; 6,981*l.* from Brazil; and 5,039*l.* from the United States of America. When compared with the imports during 1865, the invoice value of which was 185,877*l.*, a decrease in the value appears of 44,000*l.*, which is accounted for by the high prices of cotton goods having the effect of checking importation, and merchants preferring to realize upon their old stocks, and wait for a reduction in prices.

Exports.—These consist of fruit, wheat, Indian corn, broad and kidney beans, and sweet potatoes. The Custom-house Returns give their value at 111,694*l.*, which is a slight increase on the declared value of exports for 1865, when 103,276*l.* worth of Island produce was sold to foreign consumers. This increase is owing to a few shipments of Indian corn to Ireland, in addition to the usual exports of that grain to Portugal and Madeira.

Agriculture.—The crop of cereals is reported to have been above an average one, owing to the favourable state of the weather, alternate sunshine and rain prevailing throughout the year, with a temperate and healthy atmosphere.

St. Michael's, June 8, 1867.

PRUSSIA.

STETTIN.

Report by Mr. Consul J. A. Blackwell on the Trade and Commerce of Stettin, for the Year 1866.

The political state of Germany in the beginning of 1866, and the war that subsequently broke out, as well as the cholera that prevailed here, with great virulence, from the middle of June to the middle of August, had necessarily a very depressing effect on the trade of Stettin. During and for some time previous to the war, commercial operations were on the most limited scale, money scarce, and prices declining. The apprehensions generally entertained were, however, soon dissipated by the rapid success of the Prussian arms. With the return of peace, trade revived, and towards the close of the season was unusually brisk; and though, on the whole, the results were not so favourable as in 1865, still, taking all the untoward circumstances of the earlier months into consideration, they were much better than might reasonably have been expected.

It will be seen by the following Tables that, although there was a considerable falling off in the imports, the exports were greater than in 1865. In respect to value, imports show a decrease of 10,623,406 dollars, or 22·54 per cent.; exports an increase of 5,627,023 dollars, or 34·06 per cent.; the total a decrease of 4,996,383 dollars, or 7·85 per cent.

The quantity of corn exported was considerably above the average, and greater than in any preceding year, except 1857 and 1862. The average annual exportation, from 1857 to 1866 inclusive, was 587,744 quarters; in 1866, 805,450 quarters, being 217,706 quarters, or 37·04 per cent., above a decennial average.

I. Shipping and Navigation.

Number, Tonnage, &c., of British Vessels arrived at Stettin and Swinemunde in 1865 and 1866.

Description of Vessels.	1865.			1866.		
	Number of Vessels.	Tonnage.	Number of Crews exclusive of Masters.	Number of Vessels.	Tonnage.	Number of Crews exclusive of Masters.
Stettin—						
Steamers	129	61,702	2,349	137	66,318	2,405
Sailing Vessels	250	27,787	1,253	263	26,706	1,295
Total	379	89,489	3,602	400	93,024	3,700
Swinemünde—						
Steamers	1	268	15	14	8,034	264
Sailing Vessels	209	49,626	1,587	167	41,077	1,302
Total	210	49,894	1,602	181	49,111	1,566
Grand Total	589	139,383	5,204	581	142,135	5,266

Left Stettin in ballast—

	Vessels.	Tons.	
1865..	.. 71 ..	20,386, or 22·78 per cent.	of the total tonnage entered.
1866..	.. 39 ..	11,011 11·83	,,

All the British vessels that arrived at Swinemunde left that port in ballast.

NUMBER and Tonnage, in Prussian Lasts, of all sea-going Vessels, except coasting Craft, entered at Swinemunde in 1865 and 1866.

Nationality.	1865.		1866.	
	Number of Vessels.	Lasts.	Number of Vessels.	Lasts.
Prussian	1,082	124,683	919	115,608
British	586	85,872	566	86,542
German States	297	22,512	237	19,734
Dutch	116	11,929	88	12,063
Swedish and Norwegian ..	250	9,026	146	7,383
Danish	143	4,276	107	5,812
Russian	13	1,209	14	1,864
Other Nations	22	1,878	15	904
Total	2,509	261,385	2,092	249,910

Of the vessels entered at Swinemunde, there arrived at Stettin—

	Number of Vessels.	Lasts.
In 1865	2,078	182,543
1866	2,043	175,954

NUMBER and Tonnage, in Prussian Last, of Vessels of all descriptions, except River and Littoral Passenger Steamers, entered and cleared at Stettin in 1865 and 1866.

Description of Vessels.	ENTERED.			
	1865.		1866.	
	Vessels.	Lasts.	Vessels.	Lasts.
Sea-going Vessels	2,078	182,543	2,043	175,954
Coasting „	1,990	32,278	1,983	31,623
River craft	6,911	209,111	6,707	201,803
Total	10,979	423,932	10,733	409,380
	CLEARED.			
Sea-going Vessels	2,057	178,751	2,000	171,221
Coasting „	1,998	32,263	1,941	30,709
River craft	6,883	207,813	6,721	201,970
Total	10,938	418,827	10,662	403,900

The number of vessels built in 1866, at Pomeranian ports, was 40 sea-going sailing vessels, 16 coasting vessels, and a large iron steamer, built at the Stettin Vulcan Iron-works for the Trieste Steam Navigation

Company, called the "Austrian Lloyd," being the fourth steamer built at the Vulcan for that Company.

The following Table, compiled from the Annual List of the Prussian Mercantile Marine, published by the appraisers of the Stettin insurance companies, shows an increase, in the total tonnage of Prussian vessels, of 2,785 lasts, or 1·43 per cent.

The sea-board of Prussia, previous to the recent annexation, was limited to the provinces of Pomerania and Prussia. The appraisers have this year given their usual Annual List, but under the title, "The Mercantile Marine of the Prussian Provinces of Pomerania and Prussia;" whereas the title of the former Lists was simply "The Prussian Mercantile Marine."

According to this List, the mercantile marine of what may be termed *old* Prussia, had, on the 1st January, 1867, a total tonnage of 196,834 lasts, or about 295,251 register tons; to which must obviously be added the mercantile marine of Hanover and Schleswig-Holstein, with about 174,000 tons; so that the total tonnage of the mercantile marine of new Prussia, on the 1st of January last, may be estimated, in round numbers, at 470,000 register tons.

PRUSSIAN Mercantile Marine on January 1, 1867. Tonnage in Prussian Lasts.

Ports where the Managing owners reside.	Steamers.				Sailing Vessels.				Total January 1, 1867.		Total January 1, 1866.	
	Sea-going.		River.		Sea-going.		Coasting (Under 40 Lasts.)					
	Number of Vessels.	Lasts.	Number of Vessels.	Lasts.	Number of Vessels.	Lasts.	Number of Vessels.	Lasts.	Number of Vessels.	Lasts.	Number of Vessels.	Lasts.
Dantzig	3	514	10	259	130	37,562	1	23	144	38,358	138	36,182
Stettin	18	2,313	28	385	163	27,192	6	178	215	30,068	217	30,200
Stralsund..	1	29	1	33	150	22,256	18	579	170	22,726	169	21,782
Memel	..	..	7	272	94	71,706	2	47	103	22,575	103	22,545
Minor Ports	6	574	39	876	423	22.256	373	9,166	841	82,322	827	80,775
Chinese Ports, &c.	..	..	..	..	5	785	..	..	5	785	10	2,565
Total in 1867	28	3,430	85	1,825	965	181,536	400	9,993	1,478	196,834	1,464	194,049
„ 1866	27	3,334	86	1,866	961	179,209	390	9,640	1,464	194,049	..	..

II. Trade and Commerce.

The following Tables contain a specification of all the articles imported and exported by sea in 1866, with the exception of bullion and specie.

In 1865 bullion and specie were neither imported nor exported.

In 1866 the importation of bullion and specie is given in the Customs' Returns as follows :—

Countries from which Imported.	Quantity.	Estimated Value.	
	Centals.	In Prussian Dollars.	In English money at the average rate of Exchange, 6 dol. 23 sgr. for 1866.
			£ s. d.
Great Britain	1,685	4,381,000	647,438 8 5
Russia	29	75,400	11,142 17 2
Denmark	2	5,200	768 9 5
Total	1,716	4,461,600	659,349 15 0

The bullion (silver bars) imported from Great Britain was for the Bank of Prussia, and was forwarded from London by Mr. Rothschild.

Imports.

Goods Rated by Weight in Centals.

Articles.	1866.			Total in 1865.
	From Great Britain.	From other Countries.	Total.	
Coals	2,525,071	2,386	2,527,457	2,537,598
Iron { pig, and old	317,167	8,622	326,789	875,438
Iron { bar, and unwrought ..	51,151	77,215	128,366	45,933
Coarse iron ware	48,850	2,140	53,990	135,614
Copper, Tin, and other Metals ..	16,818	40,656	57,474	31,860
Soda, Potash	58,094	45,783	103,877	220,182
Cement	11,448	8	11,456	27,760
Tar, Pitch, Asphalt	12,090	30,095	42,185	41,846
Gums, Resins	2,301	24,999	27,300	30,538
Dye Woods and Stuffs	4,617	23,900	28,517	91,420
Seeds	18,565	74,645	93,210	343,091
Oils	52,895	161,586	214,481	347,532
Rice	15,612	63,465	79,077	127,593
Coffee	46,455	90,492	136,947	173,026
Tea	513	152	665	518
Spices	8,878	3,484	12,362	17,182
Sugar, Molasses	6,681	11,630	18,311	49,624
Fruit	5,343	17,346	22,689	34,480
Flax, Hemp	422	21,177	21,599	38,597
Cotton	31,302	..	31,302	39,414
Yarns	39,573	609	40,182	44,736
Hair, Hides, Peltry	268	7,497	7,765	15,294
Tallow, Train Oil, Grease	2,985	50,141	53,126	83,323
Manufactures	11,432	6,637	18,069	45,200
Divers	105,977	323,297	429,274	565,245
Total .. { Centals.	3,394,508	1,087,962	4,482,470	5,903,044
Total .. { Tons.	167,044	53,538	220,582	290,488

Liquids Rated in Centals, reduced to Imperial Gallons.

Articles.	1866. From Great Britain.	From France.	From Other Countries.	Total.	Total in 1865.
Wine	3,279	547,542	46,827	597,648	636,615
Vinegar	..	323	..	323	1,653
Spirits	27,291	20,548	108,207	156,046	144,340
Beer	31,704	..	136	31,840	35,080
Total	62,274	568,413	155,170	785,857	817,688

Goods variously Rated.

Articles.	1866. From Great Britain.	From Norway.	From Other Countries.	Total.	Total in 1865.
Herrings .. barrels.	143,939	68,929	6,442	219,310	232,254
Corn .. .. quarters.	21	..	5,797	5,818	5,818
Millstones .. number	..	..	..	..	157
Bricks .. ,,	868,672	..	22,528	891,200	1,153,730
Live Stock .. heads	28	..	57	85	129

Exports.

Goods Rated by Weight in Centals.

Articles.		1866. To Great Britain.	To Other Countries.	Total.	Total in 1865.
Zinc		99,465	45,449	144,914	153,130
Cement		727	140,283	141,710	44,988
Seeds { Divers		2,354	19,363	21,717	16,024
Seeds { Oleaginous		77,614	59,402	137,016	17,892
Oil { Rape		38,353	3,136	41,489	12,044
Oil { Divers		673	5,487	6,160	3,250
Flour, Bran		106,915	221,954	328,869	239,541
Sugar, Molasses		22,781	55,515	78,296	36,732
Coarse Iron-wares		362	36,361	36,723	50,769
Manufactures		3,715	11,818	15,533	10,733
Divers		56,758	161,151	217,909	281,272
Total ..	{ Centals	409,717	760,619	1,170,336	866,375
	{ Tons	20,162	37,430	57,592	42,634

LIQUIDS Rated in Centals, reduced to Imperial Gallons.

Articles.	1866. To Great Britain.	1866. To Other Countries.	1866. Total.	Total in 1865.
Spirits	114,301	302,655	416,956	654,731
Wine	..	.	..	19,737
Vinegar	1,944	13,077	15,021	2,422
Mineral Water	..	17,075	17,075	20,250
Total	110,245	332,807	442,352	697,140

GRAINS, &c., Rated by Wispel, reduced to Imperial Quarters.

Articles.	1866. To Great Britain.	1866. To other Countries.	1866. Total.	Total in 1865.
Wheat	313,861	53,688	367,549	249,535
Rye	6,380	73,120	79,500	70,974
Barley	269,650	29,104	298,754	167,046
Oats	51,424	8,223	59,647	8,709
Total Corn	641,315	164,135	805,450	496,264
Buckwheat, Vetches ..	..	..	..	3,170
Peas, Beans	27,425	5,941	33,366	22,561
Potatoes	22	16,458	16,480	17,246
Total	668,762	186,534	855,296	539,241

TIMBER Rated in Lasts.*

Articles.	1866. To Great Britain.	1866. To other Countries.	1866. Total.
Beams, Blocks, Oak	11,765	3,262	15,027
,, ,, Fir	6,516	9,076	15,592
Boards, Planks	730	4,005	4,735
Masts, Spars	87	14	101
Staves	346	63	409
Spokes, Felloes, &c.	9	16	25
Total	19,453	16,436	35,889

* In the Custom-house returns, timber has hitherto been ruled numerically by piece, but in 1866 it was and will continue to be rated by weight in lasts; hence no comparison, as to quantity, can be made between the export in 1865 and 1866.

Goods variously Rated.

Articles.	1866.	1865.
Herrings .. .. barrels	3,265	6,285
Lathwood .. .. cubic fathoms	..	251
Millstones .. .. number	..	76
Bricks .. .. ,,	98,600	108,700

Estimated Value in Dollars, Prussian Currency, of Imports and Exports in 1865 and 1866.

Articles.	1865.	1866.
Exports—		
Goods rated by weight, including liquids	9,323,746	11,342,455
Corn, &c.	4,834,179	9,644,883
Timber	2,365,189	1,162,799
Total	16,523,114	22,150,137
Imports*	47,131,917	36,508,511
Total	63,655,031	58,658,648

* Exclusive of the value of bullion and specie previously mentioned, page 9.

Summary Statement of Imports and Exports in 1865 and 1866.

Imports.

Articles.	1865.	1866.
Goods rated by weight .. .. .. tons	290,489	220,582
Liquids .. .. gallons	817,688	785,857
Herrings .. .. barrels	232,254	219,310

Exports.

Articles.	1865.	1866.
Goods rated by weight .. .. .. tons	42,634	57,592
Liquids .. .. gallons	697,140	449,052
Corn, &c... .. .. quarters	539,241	855,296
Timber .. .. tons	..	70,644†

† 35,889 lasts, see preceding page.

Value in Pounds Sterling, at the Average Rate of Exchange for the respective Years, viz., in 1865, 6 dollars 24¾ silbergroschen, and in 1866, 6 dollars 23 silbergroschen = 1*l.*

	1865.	1866.
Imports	6,905,776	5,395,346
Exports	2,420,969	3,237,419
Total	9,326,745	8,668,765

Trade of Swinemunde.

Swinemunde has no export trade, and the imports are chiefly coal from England.

Imports.

Articles.	1865.	1866.
From Great Britain—		
Coals .. .. tons	168,420	158,114
Pig Iron .. .. „	3,435	440
Wrought Iron, Anchors, Coarse Ironwares.. „	32	90
Oil .. .. „	..	74
Fire-bricks and Drainage-pipes .. .. „	200	12,511
Divers.. .. .. „	5	134
Wine .. .. gallons	324	..
Spirits.. .. .. „	260	110
Ale .. .. „	104	720
Herrings .. .. barrels	133	333
From other Countries—		
Divers .. .. tons	86	10
Wine .. .. gallons	1,512	20
Herrings .. .. barrels	376	5

Freights in 1866.

Freights from Stettin to Hull and the English Coal Ports, for 500 lbs. Wheat.—From the opening of the navigation to the middle of June, 2*s.* to 3*s.* 3*d.*; from the middle of June to the middle of October, 1*s.* 7½*d.* to 2*s.* 3*d.*; and from the middle of October to the close of the season, 2*s.* 3*d.* to 3*s.* 6*d.*

Towards the close of the season, steamers obtained the unusually high freight of 5*s.* 6*d.* to Hull, 6*s.* to Leith, and 6*s.* 6*d.* to London, for 500 lbs. wheat.

Timber.—Fir, per load, 10*s.* to 14*s.*; oak, per load, 11*s.* to 16*s.*, to London. Oak staves, per mille, 10*l.* to 11*l.*

Freight of Coal, per keel, from the English Coal Ports to Stettin.—From the opening of the navigation to October, 9*l.* 10*s.* to 10*l.* 10*s.* In October, fell to 7*l.* per keel.

Exchange.

The average rate of exchange for short bills on London, in 1866, was—

	Dols.	Sgr.		Dols.	Sgr.
January	6	25	July	6	22⅛
February	6	26	August	6	25⅛
March	6	17¾	September	6	23½
April	6	21⅛	October	6	23¼
May	6	19¾	November	6	23⅜
June	6	17¾	December	6	23⅞

Average for the year, 6 dols. 23 sgr. equal £1.

Equivalents of Prussian Weights, Measures, &c.

1 cental (zentner)	110·231172 lbs. avdps.
1 last of 40 centals	1·9684 tons.
1 measured or shipping last	1½ register tons.
1 wispel of 24 scheffels	4·536 quarters.
1 dollar equal 30 silbergroschen	3 shillings at par.

III. Agriculture.

The yield of agricultural produce in Pomerania, in 1866, though on the whole more abundant than in 1865, was in many instances scanty. The potato disease prevailed to a considerable extent in most districts, and the crop was in consequence deficient, both as to quantity and quality. Wheat, hay, and tobacco were above a "normal crop," and hay not only abundant, but also of an excellent quality; but rye, barley, and rape considerably below the decennial average, as shown more fully in the following Table, compiled from the Reports published by the Prussian Board of Agriculture, and in which a "normal crop or yield" is indicated by 1.

Average Yield of Corn, &c., in Pomerania, from 1857 to 1866 inclusive.

Articles.	Decennial Average 1857–1866 inclusive.	1865.	1866.
Wheat	·95	·73	1·06
Rye	·88	·67	·75
Barley	·85	·91	·76
Oats	·89	·91	·85
Peas	·78	·98	·89
Potatoes	·79	·92	·80
Rape	·75	·23	·66
Beetroot	·84	·98	·92
Hay	·84	·61	1·01
Flax	·81	·85	·76
Wool	·99	·92	·99
Tobacco	1·	1·16	1·05

Average Prices of Corn in Pomerania, reduced from official Returns. The Averages taken from the Average Prices at 29 Market Towns. Exchange at par.

Articles.	Average at Martinmas (Nov. 11), 1866.				Decimal Average at Martinmas 1857—1866 inclus.			
	Per Wispel.		Per Quarter.		Per Wispel.		Per Quarter.	
	Doll.	Sgr.	*s.*	*d.*	Doll.	Sgr.	*s.*	*d.*
Wheat	76	16	50	7	65	16	43	3¾
Rye	51	10	33	11	44	2	29	1½
Barley	41	16	27	5½	34	14	22	9½
Oats	26	00	17	2¼	30	20	20	3¼

Market Prices of Corn, &c., at Stettin, in 1866, per Imperial Quarter.

Articles.	1st Quarter.				2nd Quarter.				3rd Quarter.				4th Quarter.				Year.			
	Lowest.		Highest.		Lowest.		Highest.		Lowest.		Highest.		Lowest.		Highest.		Lowest.		Highest.	
	s.	*d.*	*s.*	*d.*	*s.*	*d.*	*s.*	*d.*	*s.*	*d.*	*s.*	*d.*	*s.*	*d.*	*s.*	*d.*	*s.*	*d.*	*s.*	*d.*
Wheat	32	2½	46	4	33	1¾	47	1	33	9½	50	8½	46	11	57	4	32	2½	57	4
Rye	25	9	32	2½	22	6½	33	1¾	23	4½	31	10½	27	4½	40	4¾	22	6½	40	4¾
Barley	18	0½	29	7½	19	10½	28	6	20	9½	29	10¾	27	0	34	6½	18	0½	34	6½
Oats	15	5½	19	3¾	13	3	21	2½	13	0	19	6	14	11¾	20	10½	13	0	21	2½
Peas	27	0½	34	9	27	10	34	5¾	27	3½	37	8½	33	10½	41	8½	27	0½	41	8½
Potatoes	8	3	12	4	8	7½	12	8¾	7	2	10	5	7	9¾	10	5	7	2	12	4

IV. Population and Industries.

The population of Stettin, according to the last Prussian census, was given in my Report for 1864. Most of the industrial establishments mentioned in that and in the preceding Reports continue to carry on a very fair business, and several of them to realize very considerable profits.

At the mills of the Stettin Steam Mill Joint-Stock Company, the quantity of corn ground, in 1866, was about 150,000 quarters; and the Company exported 210,077 centals of flour, and 96,250 centals of bran.

The three steam oil-mills that were in operation in 1866 produced 84,000 centals of rape oil, and 136,000 centals of oil-cakes.

The chemical works of Mr. Metzenthin produced 17,376 centals of sulphuric acid, 591 centals of nitric acid, and 500 centals of raw sulphate of soda.

The new chemical works at Pommersdorf produced, in 1866—

	Centals.
Sulphuric acid	75,000
Nitric acid	77,000
Calcined sulphate of soda (Glauber's salt)	63,000
Calcined and caustic soda	15,000
Various other chemical products	63,150
Total	293,150

The three Portland cement works produced 240,000 barrels of cement, and exported 35,400 barrels, of which 23,900 barrels to Russia, and 182 barrels (727 centals) to Scotland. The importation of cement from Great Britain was only 2,862 barrels (11,448 centals); whereas in 1857, previous to the establishment of the Stettin cement works, the importation amounted to 43,990 barrels.

The Vulcan Iron-works turned out 36 locomotives, a large steamer for the Austrian Lloyd, two small river steamers, and a number of steam engines and apparatus. The Vulcan has now 12 steam engines, with a total of 150 horse-power, and two steam hammers in operation at the establishment, and employs 1,100 workmen.

Stettin, June 12, 1867.

RUSSIA.

RIGA.

Report by Mr. Consul J. Grignon on the Trade and Commerce of Riga for the Year 1866.

The entries and clearances of British vessels during the year have been as follows :—

Entries.

Steamers.	Sailing Vessels.	Tonnage.	Crews.
34	439	106,615	4,245

Clearances.

34	439	106,615	4,245

There is a slight decrease in the total number of British vessels entered and cleared at this port during the past year 1866, as compared with the preceding year, the number in 1865 having been 495 of all classes, and in 1866, 473. The amount of tonnage in 1865 was 105,238 ; in 1866, 106,615 ; showing a slight increase in the last year.

Of the vessels entering this port in 1866 there were laden with—

Coals	70
General Cargoes	24
Salt	14
Herrings	4
Miscellaneous	15
In Ballast	371

The Brish ships which left this port carried—

Flax and Hemp	170
Timber, Sleepers, and Wood	178
General Cargoes	16
Oats and other Grain	48
Linseed	44
Miscellaneous	16
For Ballast	1

The total number of vessels of all nations which arrived at and cleared from this port during the year 1866 will be seen in the following Table :—

Nationality.	Entered.		Cleared.	
	Vessels.	Tons.	Vessels.	Tons.
British	473	106,615	473	106,615
Prussian	309	67,000	312	67,500
Russian	253	61,400	249	60,150
Norwegian and Swedish	277	43,000	277	43,000
Mecklenburg	229	42,500	229	42,500
Dutch	265	38,100	273	39,600
Hanoverian..	226	26,500	228	27,000
French	81	16,000	82	16,000
Danish	94	11,900	94	11,900
Lübeck	40	6,350	44	7,300
Oldenburg	46	5,550	47	5,800
Schleswig Holstein	24	2,900	24	2,900
Belgian	7	1,340	7	1,340
Bremen	1	200	1	200
Austria	1	120	1	120
Hamburg	1	100	1	100
Total	2,327	429,575	2,342	432,025

The total value of the export trade at Riga during the year 1866 shows an increase of more than 6,000,000 roubles, as compared with the preceding year, the respective amounts having been, in 1865, 31,466,250 roubles; in 1866, 38,177,200 roubles; more in 1866, 6,600,950 roubles. This increase is to be found in the export of corn and linseed during the past year; the export of flax and hemp showing a diminution of about one third, as compared with 1865.

The amount of flax, hemp, &c., exported in 1865 and 1866 was as follows:—

Articles.	In 1865.	In 1866.	More in 1866.	Less in 1866.
Flax.. .. .. .. tons	56,508	38,032	..	18,476
Hemp .. .. .. „	24,048	22,826	..	1,222
Hempoil .. .. .. „	1,080	200	..	880
Hempseed .. .. quarters	72,065	36,494	..	35,571
Oilcakes .. .. .. pieces	440,500	387,300	..	53,200
Sowing Linseed .. barrels	152,900	281,900	129,000	..
Crushing Linseed .. quarters	71,500	75,260	3,760	..

The value of the wood exported from Riga in 1866 is estimated at 3,879,000 roubles, against 3,445,000 roubles in 1865, or an increase of 434,000 roubles.

The quantity of tobacco exported in 1866 amounted to 350 tons as against 366 tons in 1866.

The importations during the year 1866 amounted in value to 7,673,000 roubles as against 7,962,100 roubles in 1865, showing a diminution of 283,200 roubles.

Corn.—The crops of cereals of all kinds in this district proved more abundaut than was expected in the early part of the season. The average price of wheat during the year was 40*s.* 10*d.*; of rye, 25*s.* 7*d.*; of barley, 24*s.* 6*d.*, and of oats, 16*s.* 2*d.* per imperial quarter.

The total amount of the exportation of corn and grain to foreign countries from Riga, in 1865 and 1866, was as follows:—

	Wheat.	Rye.	Barley.	Oats.
In 1865 .. .. quarters	..	710	54,432	48,510
In 1866 .. .. „	334	20,154	116,640	220,290
More in 1866 .. „	334	19,454	62,208	71,780

Or, of all kinds, a total amount of 153,776 imperial quarters more than in 1865. To Finland were also exported 4,812 quarters of rye and 3,246 quarters of barley.

Salt and Herrings.—The total amount of salt and herrings imported into Riga during 1866 was as follows :—33,200 tons of salt and 105,067 barrels of herrings, against 37,000 tons and 94,380 barrels in 1865.

Shipping was in moderate demand throughout the year. The average freights to Great Britain were as follows :—

	s.	*d.*	
Flax and Hemp	39	6	per ton.
Oat	3	4½	per imperial quarter.
Crushing Linseed	3	4½	„
Sowing Linseed	4	7	per barrel.

Exchanges.—The fluctuation in the foreign exchanges which took place during the year 1866 were unprecedented in Russia, the rates on London having varied in Riga from 26*d.* to 32½*d.* per silver rouble. This state of affairs has again acted most injuriously on trade in general, and the uncertainty and mistrust mentioned in my last Report as pervading the whole country during the year 1865, prevailed in still greater force during 1866.

Comparatively few contracts were entered into at the close of 1865 for delivery in 1866, and still fewer were made in 1866 for delivery during the present year.

Railways.—Towards the close of the year 1866 a section of railway, comprising 160 miles, was opened for traffic from Dünaburg to Witepsk, and is now in full operation. The concession mentioned in my last Report as having been granted to an English company for the prolongation of this line to Orel, there to join the Moscow and Orel line, fell through in consequence of some failures in England. It will, however, be renewed as a purely Russian enterprise having the guarantee of Government.

The following is a statement of British and Foreign trade at the outports of Windau, Libau, and Arensburg, during the year 1866 :—

Windau.

Nationality.	Entered. Vessels.	Tons.	Crews.	Value of Cargoes.
				Svr. Rbs.
British	94	18,936	730	10,360
Russian	87	9,692	577	39,385
Danish	39	5,064	241	4,070
Swedish and Norwegian	24	3,642	125	73,500
Mecklenburg	74	14,696	578	..
Dutch	27	3,420	187	5,670
Prussian	48	3,162	375	4,760
Hanoverian	14	1,330	78	..
Schleswig-Holstein	29	2,870	175	1,854
Hamburgh	1	80	7	..
French	5	875	40	..
Total	442	68,766	3,113	139,599
	Cleared.			
British	94	18,936	730	116,370
Russian	84	9,120	553	104,540
Danish	39	5,064	241	6,750
Swedish and Norwegian	24	3,642	125	67,500
Mecklenburg	74	14,696	578	83,200
Dutch	27	3,420	187	94,662
Prussian	48	8,162	375	65,040
Hanoverian	14	1,330	78	75,350
Schleswig-Holstein	29	2,870	175	14,800
Hamburgh	1	80	7	850
French	5	874	40	5,220
Total	439	68,194	3,089	634,282

Libau.

Nationality.	Entered. Vessels.	Tons.	Crews.	Value of Cargoes.
				Svr. Rbs.
British	3	750	28	1,000
Russian	83	12,974	780	48,399
Danish	12	1,124	68	144
French	3	836	29	..
Hamburg	1	52	3	..
Hanoverian	2	164	9	10,357
Dutch	12	1,318	70	11,007
Lübeck	1	250	10	7,562
Mecklenburg	2	408	17	..
Norwegian	29	2,416	175	137,649
Prussian	7	722	36	9,806
Schleswig-Holstein	6	378	26	3,685
Swedish	1	60	5	700
Total	169	21,452	1,263	230,309
Coasters	25	2,934	..	..

CLEARED.

Nationality.	Vessels.	Tons.	Crews.	Value of Cargoes.
				Svr. Rbs.
British	3	750	28	..
Russian	90	13,996	722	431,801
Danish	12	1,124	68	73,392
French	3	836	29	7,615
Hamburg	1	52	3	2,006
Hanoverian..	2	164	9	11,828
Dutch	12	1,318	70	97,548
Lübeck	1	250	10	1,200
Mecklenburg	2	408	17	1,100
Norwegian	29	2,416	175	153,027
Prussian	7	650	36	21,119
Schleswig-Holstein..	6	378	26	24,126
Swedish	1	60	5	..
Total	169	22,402	1,198	824,792
Coasters	23	2,774	..	..

ARENSBURG.

Nationality.	ENTERED.			
	Vessels.	Tons.	Crews.	Value of Cargoes.
				Svr. Rbs.
Russian	2	384	15	1,900
Dutch	5	638	28	4,250
Total	7	1,022	43	6,150
	CLEARED.			
Russian	2	384	15	14,760
Dutch	5	638	23	31,350
Total	7	1,022	43	46,110

The average rate of exchange during the year 1866 has been $29\frac{1}{4}d.$ per silver rouble.

Riga, June 22, 1867.

WIBORG.

Report by Mr. Consul Lorentz on the Trade and Commerce of Wiborg for the Year 1866.

The apprehension expressed in my Report for 1865 that the monetary reform introduced in this Grand Duchy in November 1865 would, for some time to come, exercise a most depressing effect on the commerce of this port, and the Finnish trade at large has, I am sorry to say, not been unfounded, and the following Tables will show a marked decrease in all branches of commercial movement at this port during the past year, especially as compared with the amount of business in the preceding year.

Shipping and Navigation.

The navigation in 1866 opened on the 17th May, and closed on the 20th November. The arrivals and clearances were as follows:—

Nationality.	Entered.					Cleared.				
	With Cargoes.	In Ballast.	Total.	Tonnage.	Crews.	With Cargoes.	In Ballast.	Total.	Tonnage.	Crews.
1866.										
British	7	140	147	39,765	1,102	147	...	147	39,765	1,102
Finnish	15	40	55	16,793	483	49	2	51	16,133	451
Swedish and Norwegian ...	10	85	95	40,817	1,135	95	...	95	40,817	1,135
Russian	...	7	7	1,551	29	7	...	7	1,551	29
French	...	31	31	5,978	204	31	...	31	5,978	204
Danish	2	12	14	4,335	124	14	...	14	4,335	124
German	11	19	30	9,625	241	30	...	30	9,625	241
Others	2	5	7	1,958	54	7	...	7	1,958	54
Total	47	339	386	120,822	3,372	380	2	382	120,162	3,340
1865.										
British	20	210	230	62,545	2,240	229	1	230	62,545	2,240
Others	142	237	379	90,370	4,482	306	73	379	90,370	4,482
Total	162	447	609	152,915	6,722	535	74	609	152,915	6,722
1864.										
British	14	158	172	45,206	1,648	172	...	172	45,206	1,648
Others	127	53	180	28,945	1,458	191	3	194	32,659	1,600
Total	141	211	352	74,151	3,106	363	3	366	77,865	3,248
1863.										
British	13	184	197	47,793	1,784	197	...	197	47,793	1,784
Others	213	85	298	55,745	3,013	287	6	293	55,039	2,911
Total	226	269	495	103,538	4,797	484	6	490	102,832	4,695

The arrivals of vessels of all nationalities from various countries and places during the last four years are exhibited in the following Table:—

Nationality.	Number of Vessels.			
	In 1866.	In 1865.	In 1864.	In 1863.
Great Britain	64	138	77	56
Russia	116	195	175	302
Finland	37	96	40	64
Lubeck	23	22	18	19
Norway and Sweden ..	20	21	5	18
France	19	15	5	6
Denmark	36	34	1	4
Hamburg	8	6	3	6
Spain	1	3	10	4
Brazils	2	3	1	2
Holland	15	29	5	4
Italy	1	5	4	6
Other Countries	44	42	7	4
Total	386	609	351	495

The departures during the same period were as follows :—

Nationality.	Number of Vessels.			
	In 1866.	In 1865.	In 1864.	In 1863.
Great Britain	245	328	233	228
France	64	62	25	77
Russia	6	70	29	63
Finland	8	71	36	61
Holland	15	34	17	10
Spain	19	7	1	16
Sweden	1	..	2	..
Lubeck	9	18	15	12
Other Countries	24	19	8	23
Total	382	609	366	490

The coasting trade at this port, with the other Finnish ports, and chiefly with St. Petersburg, also shows a great decline as compared with former years, the movement was as follows :—

Nationality.	Entered.			Cleared.		
	Vessels.	Tonnage.	Crews.	Vessels.	Tonnage.	Crews.
	In 1866.					
Finnish	289	20,951	1,156	289	20,951	1,156
Russian	41	7,842	163	41	7,842	163
Total ..	330	28,793	1,319	330	28,793	1,319
	In 1865.					
Finnish	395	26,040	1,580	394	25,992	1,580
Russian	83	14,940	332	83	14,940	332
Total ..	478	40,980	1,912	477	40,932	1,912
	In 1864.					
Finnish	257	21,902	992	240	20,237	924
Russian	22	2,890	90	21	2,639	85
Total ..	279	24,792	1,082	261	22,876	1,009

Trade and Commerce.

The value of imports in 1866 amounts to 6,876,049 Finnish marks, equal to 275,041*l.* sterling, and this considerable decrease, as compared with previous years, is mostly attributable to the embarrassment caused by the recent change in our money matters, whilst a minor cause lies in the circumstance that a larger importation of grain and flour was not needed. The chief articles imported during last and the preceding three years are as follows:—

Articles.		In 1866.	In 1865.	In 1864.	In 1863.
Sugar	lbs.	1,695,826	2,401,670	1,851,172	1,830,396
Coffee	„	890,566	1,880,750	1,394,692	1,048,542
Salt	tons	5,549	15,130	16,132	15,995
Manufactures	£	17,862	28,012	27,849	17,802
Coals	tons	1,543	3,105	3,670	6,012
Wine	gallons	9,759	12,531	12,503	10,715
Spirits	„	6,360	3,340	16,318	19,109
Herrings	barrels	3,975	6,432	2,810	11,928
Grain	Imp. Qtrs.	60,150	108,658	58,271	57,544
Tallow	lbs.	1,086,019	966,381	985,897	753,975
Total ..	£	275,041	390,855	277,977	282,250

The value of imports from the respective countries during last and the three preceding years is shown by the following comparative statement.

Nationality.	In 1866.	In 1865.	In 1864.	In 1863.
	£	£	£	£
Great Britain	16,682	26,264	19,080	27,686
Russia	183,205	245,912	148,203	139,210
Lubeck	25,687	49,210	62,492	41,729
Sweden and Norway ..	7,279	9,123	6,205	11,529
Hamburg	4,134	15,902	3,794	22,154
Spain	2,475	4,046	5,508	3,343
Holland	..	..	2,062	2,215
France	1,122	2,707	2,180	450
Italy	1,251	3,992	1,477	1,575
Brazils	33,206	33,699	26,976	32,359
Total	275,041	390,855	277,977	282,250

The value of exports in 1866 amounts to 6,066,934 Finnish marks, equal to 242,678*l.* sterling. The chief articles exported during last and the preceding three years are as follows:—

Articles.		In 1866.	In 1865.	In 1864.	In 1863.
Deals and Boards	loads	143,390	171,720	106,124	111,985
Square Timber	„	1,778	2,820	1,992	3,754
Butter	lbs.	375,008	838,258	258,032	209,060
Stearin Candles	„	334,958	317,155	345,880	236,834
Bristles	„	22,769	24,661	29,377	27,852
Total	£	242,678	282,771	214,687	253,244

The value of exports to the various countries during the same period is distributed as follows :—

Nationality.	In 1866.	In 1865.	In 1864.	In 1863.
	£	£	£	£
Great Britain	151,185	160,567	161,961	166,667
Russia	28,969	53,690	17,473	16,748
France	30,972	30,171	12,106	40,429
Spain	4,245	2,876	999	12,349
Lubeck	8,030	19,554	11,733	5,738
Belgium	4,467	3,010	..	..
Holland	8,936	9,120	6,795	4,310
Other Countries	5,874	3,783	3,620	7,003
Total	242,678	282,771	214,687	253,244

The sterling value in the above returns is calculated at 25 marks per pound sterling.

Agriculture.

After the gloomy picture which I had to draw in my last Report of the great calamity brought about by the failure of crops in the last preceding four years, it is no small gratification for me to state that the harvest of last year has, comparatively speaking, been abundant. The yield of rye, oats and barley, other kinds of corn are not grown here, at least not to an extent worth mentioning, has even exceeded an ordinary average return, and in this district and other ports of the Grand Duchy several cargoes of oats only wait for the reopening of the navigation to be exported to England; also of rye and barley, I understand, a few shipments are made ready for exportation to Sweden.

Potatoes of good quality were also abundant at low prices, and of wholesome fodder there has been no want.

Wiborg, April 30, 1867.

SPAIN.

BISCAY.

Report by Mr. Consul Young on the Trade and Commerce of the Consular District of Biscay, Guipuzcoa, and Old Castile, for the Year 1866.

BILBAO.

Shipping and Navigation.

Great depression in trade has prevailed at this port, in common with the commercial stagnation throughout Spain during the past year.

Shipping Trade.—The following Table will show the extent to which the shipping trade has suffered, having been already considerably reduced in 1865 from the position it had maintained for several years previously:—

	Entered.		Cleared.	
	Ships.	Tons.	Ships.	Tons.
British Shipping in 1865.. ..	76	13,980	79	14,326
„ „ 1866.. ..	54	9,842	57	10,262
Shipping of all Nations in 1865 ..	543	73,991	582	75,544
„ „ 1866 ..	344	49,896	450	53,909
Coasting trade in 1865	1,257	43,592	1,157	40,366
„ 1866	1,188	48,960	1,045	44,175

Trade and Commerce.

Customs' Duties.—The following Return of Customs Duties levied at the principal ports of Spain, during the years 1865-66, is conclusive with respect to the general falling off in the import trade, although the diminution is not so great as was anticipated. It will be observed that some changes have occurred in the relative positions of the several ports; but the fact of Malaga taking the second place is probably owing to its railway importations—a circumstance which was referred to with respect to these Returns in last year's Report. Alicante having ceased to introduce railway material, has resumed its normal position, having also no doubt greatly suffered by the loss of French imports, now principally conveyed direct to Madrid by the North of Spain Railway.

Bilbao steadily retains the place it has long occupied, being in reality the second port in Spain with regard to the staple import trade.

1865.		1866.	
Ports.	Amount of Duties.	Ports.	Amount of Duties.
	£		£
1. Alicante	759,412	1. Barcelona	427,111
2. Barcelona	445,527	2. Malaga..	257,468
3. Bilbao	255,124	3. Bilbao	214,111
4. Malaga..	239,936	4. Santander	160,145
5. Cadiz	203,487	5. Cadiz	154,227
6. Santander	171,001	6. San Sebastian	138,606
7. San Sebastian.. ..	152,380	7. Valencia	131,555
8. Seville	151,015	8. Seville	107,986
9. Valencia	132,585	9. Alicante	93,090
10. Coruna..	75,534	10. Coruna..	66,547

Imports.

The next Table shows the position of the import trade at this port in the years 1865-66 :—

	Value.
	£
1865	2,032,713
1866	1,903,151

The following exhibits the position of the exporting countries during the past two years; but with reference to France it must be recollected that nine tenths of the French imports, which formerly entered Spain through this port, are now introduced by land *viâ* Irun :—

	1865.		1866.
	£		£
Great Britain	804,156	Great Britain	788,662
France	414,410	France	423,583
Norway and Sweden	349,415	Norway and Sweden	284,235
Cuba and United States.. ..	205,282	Holland, Belgium, and Germany	155,080
Holland, Belgium, and Germany	159,923	Cuba	134,520
Venezuela and Ecuador ..	99,530	Venezuela and Ecuador ..	117,171

The following is an analysis of the Import Return furnished as usual with this Report :—

Articles.	Countries.	Value.
		£
Codfish	Norway and Great Britain	291,227
Drugs, Chemicals, Oils, Paints, Acids, &c. ..	Great Britain, France, Holland, Belgium, Norway and Sweden, United States	268,745
Yarns	Great Britain, France, Holland, Belgium, Germany	261,870
Cotton, Woollen and Linen Manufactures ..	Great Britain, France, Belgium	240,650
Hardware, Cutlery	Great Britain, France, Belgium, Germany	233,890
Cocoa	Great Britain, France, Venezuela, and Ecuador	134,606
Tobacco	Great Britain, France, Belgium, Germany, Cuba, United States	93,826
Sugar	Cuba and France	88,580
Tin	Great Britain	33,150
Haberdashery	France and Belgium	25,430
Wire, all sorts..	Great Britain, France, Belgium	24,300
Cinamon	Great Britain	22,032
Petroleum	Great Britain, France, United States ..	21,030
Glass and Porcelain	France and Belgium	19,840
Iron, Hoop and Sheet ..	Great Britain, France, Belgium	16,290
Silk Manufactures	France	16,260
Coal and Coke	Great Britain	13,445
Iron, sundry Manufactures ..	Great Britain, France, Belgium	12,920
Coffee	Great Britain, France, Cuba	12,807
Machinery	Great Britain, France, Belgium	11,350
Hides	France, Venezuela	11,162
Timber	Sweden, Norway, France, Great Britain..	11,135
Furniture	Great Britain, France, Belgium	8,478
Jute	Great Britain, France, Belgium	7,340
Spirits..	Great Britain, France, Cuba	5,048
Iron Nails and Screws ..	Great Britain, France, Belgium	4,140
Steel	Great Britain, France, Belgium	3,630
Hemp and Flax	Great Britain, France, Belgium	3,130
Tea	Great Britain	1,940
Pig Iron	Great Britain, France, Belgium	1,634
Perfumery	France	1,280

French Treaty of Commerce and Railway Tariffs.—The effect of the low tariffs adopted in combination by the north of Spain and south of France railways, on the export trade, was referred to in last year's Report; and the recent Treaty of Commerce between France and Spain having now come into full operation, it is necessary to observe some important results with respect to imports. Under this treaty, French goods entering Spain by land are admitted on the same terms as if conveyed by sea under the Spanish flag—that is to say, the differential flag duty on French produce and manufactures thus introduced is virtually abolished.

The consequence has been that the railways above referred to, supported by this immense advantage over the ports, and adopting moreover a complicated and irregular tariff which renders competition impossible on the part of intersecting lines from the coast, not only convey to Bordeaux for shipment large quantities of wheat and flour from Castile, but have almost monopolized the entire trade between France and Spain, to the serious injury of this and other Spanish ports.

This diversion of a considerable commerce has been severely felt at Bilbao; and efforts are being made here and at Santander to counteract its effects by pressing on the Spanish Government the justice of wholly abolishing the differential flag duties, and further the necessity of revising the present law of railways with a view to an uniform tariff.

So far as the flag duties are concerned, there does not appear much probability of the movement being successful. The increased facilities to trade between the United Kingdom and Spain, and the benefit to British shipping which would result from the adoption of the proposed change, are therefore not likely to be obtained.

Exports.

The transactions of the past year, compared with 1865, under this head, were as follows :—

	Wheat and Flour.	General Exports.	Totals.
	£	£	£
1865	162,267	85,992	248,249
1866	214,310	126,104	340,414

The following is an analysis of the trade :—

Articles.	Countries.	Value.
		£
Flour	Great Britain, France, Cuba	177,260
Preserved Food	Great Britain, France, Cuba	67,626
Wines	Cuba, France, Great Britain	24,860
Iron Ore	Great Britain and France	11,100
Sulphate of Soda	Great Britain	9,300
Beans, &c.	Great Britain, France, and Cuba ..	3,603
Bran	Great Britain and Cuba	2,936
Paper	France and Cuba	2,200
Spirits	Cuba	1,210
Barley	France	798
Wool	Great Britain	760
Chestnuts	Holland	240
halte	France	184

Exchange.—Highest, 97½ reals to 1*l.* sterling; lowest, 98 reals to 1*l.* sterling.

Agriculture.

The Corn Trade.—The harvest of 1866 was only moderate, and is stated to have produced one-third less than that of the year 1865.

The average prices of wheat and flour shipped at this port were as follows:—Wheat (white), 57 reals per fanega; wheat (red), 54 reals per fanega; flour (first quality), 19½ to 20 reals per arroba.

The following information, obtained from good sources, will give a correct general idea of the amount of corn and flour exported from this district from September, 1866, to March, 1867, inclusive; and will show the extent to which the trade of the northern ports has suffered by the diversion of the cereal exports to Bordeaux, before alluded to:—

		Farregas.
Viâ Irun	Wheat and Flour ..	1,000,000
From Bilbao for England ..	„ ..	200,000
From Santander for „ ..	„ ..	300,000

Industries.

Iron Trade.—The iron trade does not appear to have diminished, as will be seen by the following statistics, furnished by the principal establishments in the neighbourhood of this port. Prices have, however, ruled lower; and more pig than bar iron is stated to have been manufactured.

Manufactory.	1865.		1866.	
	Quantity.	Value.	Quantity.	Value.
	Tons.	£	Tons.	£
Ybarra and Co.	4,637	75,000	5,553	68,000
Bolusta	3,064	49,600	3,017	39,000
Total	7,701	124,600	8,570	107,000

General Remarks.

The heavy losses sustained by the town of Bilbao, in connection with the railway, which were described in a former Report, together with the complete prostration of Spanish trade, have greatly retarded the commercial progress which for many successive years was steadily made at this port.

Certain arrangements which are said to be satisfactory, and to promise an ultimate settlement with its creditors, have been made by the Railway Company; and the energy and industrious habits of the people would doubtless promptly repair past disasters, and maintain the position of this important trading community, if the general state of the country were such as to permit of a revival of commerce.

SAN SEBASTIAN.

(*The following is from information furnished by Mr. Vice-Consul Edward March.*)

Shipping and Navigation.

Shipping Trade.—The annexed Table exhibits the general statistics of the shipping frequenting the ports of San Sebastian and Pasages during the years 1865-66:—

	Entered.		Cleared.	
	Ships.	Tons.	Ships.	Tons.
British Shipping in 1865	34	4,724	30	4,213
„ „ 1866	70	11,509	69	11,048
Shipping of all Nations in 1865 ..	217	38,976	205	37,471
„ „ 1866 ..	188	21,444	112	7,887
Coasting Trade in 1865	503	11,103	603	12,455
„ „ 1866	600	18,068	587	18,224

Increase of British Shipping.—The large increase observable in British shipping in 1866 arose from a contract for the supply of a considerable quantity of English coal. This is the only trade that brings British vessels to San Sebastian. There are no return cargoes, and ships either leave in ballast for England, or seek freights at other ports.

Indirect Trade.—The indirect or carrying trade in British bottoms is yearly increasing. In 1866 the tonnage employed was more than double that of the three preceding years.

Decrease of Foreign Shipping.—It will also be seen by the above Table that the movement in foreign shipping during the last two years has decreased. Among the causes of this was the operation of the French and Spanish Commercial Treaty, and the railway combination already referred to under the head of Bilbao. The excessive port charges levied, both on national and foreign shipping, and the vexatious quarantine regulations, are also felt to be most injurious at this as at other Spanish ports.

Steam Communication.—The position of San Sebastian with regard to steam communication is shown in the following Table :—

	No. of Steamers.
London and San Sebastian	2
Liverpool	1
Bordeaux	2
Bilbao	4
Santander	4

Trade and Commerce.

Imports.

The following Comparative Statement shows a decline in the import trade of San Sebastian, for which the same reasons must be given as those already stated with regard to Bilbao :—

	Value of Imports.
	£
1864	808,085
1865	706,832
1866	439,774

The following is an analysis of the Import Return :—

Articles.	Countries.	Value.
		£
Sugar	Cuba, France	77,630
Cocoa	Cuba, Peru, Venezuela, Great Britain, France	46,140
Cotton, raw	Great Britain, France, Peru, Venezuela	40,000
Drugs, &c.	France, Great Britain, Belgium	26,830
Furniture	France, United States	23,220
Salted Codfish	Norway, France	19,500
Timber	France, Sweden, Norway	18,900
Machinery	France, Great Britain, United States	17,800
Hemp	Great Britain, France	16,500
Stationery, &c.	France, Belgium, Great Britain	15,214
Coal	Great Britain, France	14,800
Stone for building	France	13,800
Spices	Great Britain, France	11,000
Tobacco	Germany, United States, Cuba, Venezuela, Great Britain	10,980
Coffee	Cuba, Peru, Venezuela, France	9,140
Pitch, Tar, Glue, &c.	France, Belgium	8,500
Indigo	Peru, Venezuela, France	6,400
Hardware	Great Britain, France	5,370
Iron	Great Britain, Belgium, France	4,750
Wearing Apparel	France	4,100
Hides and Skins	France, Peru, Venezuela, Great Britain	4,050
Mixed stuffs	France, Great Britain	3,700
Woollen manufactures	France, Great Britain	3,400
Hats	France	3,000
Spirits and Liqueurs	France, Cuba	2,990
Upholstery	Cuba, France, Great Britain	2,900
Wax	France, Cuba	2,550
Oil	France, Great Britain, Belgium	2,540
Clocks and Watches	France, Great Britain	2,220
Cotton manufactures	France, Great Britain	2,000
Copper, wrought	Cuba, France, Great Britain	1,990
Glass	France, Great Britain	1,760
Silk manufactures	France, Great Britain	1,700
Sundries		14,350
		439,774

France now successfully competes with Great Britain in the supply of machinery and cotton manufactures; for the latter, although not so good as the English, find a ready market on account of their cheapness. Bright colours, moreover, are held in high estimation in this country; and the inferiority in brilliancy of English cotton stuffs has occasioned a preference for French goods. Some improvement in Spanish cotton and woollen manufactures, and the persistence in the system of excessive protective duties, appears, however, to lower year by year the demand for both English and French textiles.

Exports.

The amount of exports, in 1866, was more than four times that of the previous year, a demand for which, from Great Britain and France, caused this augmentation. The former country took to the value of 93,000*l.* direct from San Sebastian and Pasages by sea; and of the large amount sent across the frontier, upwards of 100,000*l.* worth went to Bordeaux for shipment to England. Flour was also largely exported. More than two-thirds of the total value of exports consisted in wheat and flour. It must, however, be borne in mind that, although appearing in the San Sebastian Custom-house Returns, by far the larger portion of these articles in no way augment the legitimate trade of the ports; and,

passing out by the frontier, cannot be regarded as *bonâ fide* exports from San Sebastian.

The following Table shows the position of the export trade :—

	Wheat and Flour.	General Exports.	Total.
	£	£	£
1866	487,870	142,490	630,360

The following is an analysis of the Export Return :—

Articles.	Countries.	Total.
		£
Wheat	Great Britain, France	411,200
Flour	Great Britain, France	76,670
Fruit	France, Cuba, Great Britain	29,270
Mineral	France, Great Britain	21,420
Wine	France, Cuba, Great Britain	18,780
Iron	France, Great Britain	14,080
Wool	France	12,000
Oats	France	7,830
Tools	Cuba, France	6,060
Bones	France	5,920
Lead	France	5,770
Other articles	France, Great Britain, Cuba	21,360
		630,360

Rates of Exchange.—The following were the current rates of exchange on London during the year 1866 :—

At 90 days maximum 50·35*d.*—minimum 49·50*d.* per dollar.
„ 60 „ „ 50·10*d.* „ 49·25*d.* „
„ 8 „ „ 49·35*d.* „ 48·80*d.* „

Agriculture.

Indian Corn.—The quantity of Indian corn produced last year was not so great as it usually is. It is the chief food of the peasantry, and of those who cannot afford wheaten bread.

Cider.—The Basques of Guipuzcoa give particular attention to the cultivation of the apple. A hogshead of cider may be expected in ordinary favourable seasons from each tree in an orchard in full bearing. The number of trees on an acre varies from 30 to 50.

Wine.—The wine manufacturers of France have still recourse to the prolific vineyards of Navarre, Arragon, and Catalonia; and it is calculated that about 3,700,000 litres, or 114,370 gallons, of Spanish wine were exported through the various Custom-houses of the Pyrenean frontier last year.

Population and Industries.

Mines.—Although mining in the province of Guipuzcoa is comparatively little attended to, the movement has increased within the last two years. There are several important beds of iron, lead (pure and argentine), and zinc. The iron mines that are being worked yield about 2,000 tons of ore per annum. Of this quantity, more than half goes to Montluçon in France, and the rest is used in various manufactories of the province. The lignite obtained from the mines of Hernani and Cestona serves for the furnaces of the cement and lime factories. The number of operatives employed in mining is about 600; in 1864 it was 367. The value of the

produce at the foot of the mine is stated to have amounted to 30,000*l.* in 1866. Samples from the different mines of the province have been sent to the Exhibition at Paris.

Roman Cement.—Large quantities of Roman cement are made in the province. In 1866 they amounted to 8,500 tons. It is stated to be in every respect as good as the Portland manufacture.

Fire-arms.—The manufacture of fire-arms increases every year in activity. In the course of 1862 the establishment of Messrs. Zuarnbeiar, Islay, and Co., turned out 50,000 rifles for the Spanish Army. The contract was obtained in public competition, and was the first one in which the Spanish Government was not obliged to prolong the period for delivery, or make any other concessions, as had frequently been the case on former occasions when dealing with foreign houses. The factory is supplied with a steam engine of 100 horse power, and 150 machines of various kinds, all of English manufacture. When in full operation the establishment can turn out upwards of 30,000 rifles a-year. About 550 workmen are employed, and their wages average 2*s.* 3*d* a day. The firm has lately concluded a contract with the French Government for the supply of 30,000 guns of the Chassepot class. The conversion systems of Snider, Grey, and others, are well understood and carried out; and some excellent specimens of the Peabody, Remington, and Prussian needle-guns have been produced.

Public Works.

Improvements at Pasages.—The projected improvements of the port of Pasages have not yet been commenced; but it is hoped, as the Government has called for and been furnished with the plans and all other information, that the work of cleaning out the harbour will not be delayed much longer. The cost of this preliminary undertaking is estimated at 60,000*l.*

General Remarks.

Since the demolition of the fortifications in 1864, San Sebastian has greatly increased in extent and population. It is gradually extending in the direction of the neighbouring port of Pasages, and the union of the two places will no doubt some day be accomplished. It is a fashionable watering place in summer; and on account of its mild climate, beautiful situation and scenery, and its proximity to France, is beginning to become much frequented by tourists.

SANTANDER.

(*The following is from information furnished by Mr. Vice Consul Leopold March.*)

Shipping and Navigation.

Shipping Trade.—The following Table gives a comparative view of the movement of British and foreign shipping at the port of Santander in the years 1865 and 1866 :—

	Entered.		Cleared.	
	Ships.	Tons.	Ships.	Tons.
British Shipping in 1865	44	6,738	44	6,738
„ „ 1866	74	13,787	71	11,099
Shipping of all Nations in 1865 ..	398	55,279	171	27,996
„ „ 1866 ..	400	53,872	253	51,191
Coasting Trade in 1865	934	63,015	1,145	87,188
„ 1866	1,106	80,691	1,133	79,970

The large increase of British shipping in 1866 was due to the temporary revival of the wheat and flour trade with Great Britain, British vessels being almost exclusively employed for the purpose. The difference observable in the number of general entrances and clearances was the result of Spanish vessels arriving in the foreign trade becoming classified as coasters by loading for home ports.

Trade and Commerce.

Imports.

It is satisfactory to observe, from the Returns which have been furnished, that the import trade of Santander has not decreased so much as might have been anticipated, considering the general depression of commerce, and also the operation of the French Treaty, and the northern railway competition referred to in a former portion of this Report, the effect of which last-named arrangements has been felt to a certain extent at Santander, although in a far less degree than at Bilbao.

The estimated gross value of the imports for the two last years was as follows:—

	Value.
	£
1865	1,258,012
1866	1,009,528

The following is an analysis of the Import Return:—

Articles.	Countries.	Value.
		£
Cocoa	Equator, Cuba, Venezuela, Great Britain, France	320,480
Sugar	Cuba, France	230,096
Codfish, salted	Norway, Great Britain	83,700
Tobacco	Phillipine Islands, Cuba, United States	73,000
Woollen manufactures	France, Great Britain	58,430
Drugs	Great Britain, France	24,000
Hardware, Cutlery	Great Britain, Belgium, France, Germany	21,430
Wine, Beer, Alcohol	Cuba, France, Belgium, Germany, Holland, Equator	20,117
Coffee	Cuba, France, Great Britain	18,286
Timber	Norway, Cuba, France, Equator	17,530
Coal	Great Britain	15,600
Tallow, Stearine, Wax	Great Britain, Belgium, France, Germany	14,464
Cotton Manufactures	France, Great Britain, Belgium	13,213
Iron and Steel	Belgium, Great Britain, France, Germany	12,730
Silk manufactures	France, Great Britain	11,000
Linen and Hemp manufactures	Great Britain, France, Belgium, Germany	9,535
Mixed Stuffs	France, Great Britain	8,000
Tar, Pitch, Oils	Great Britain, France, Germany, Belgium	7,935
Tea, Spices	Great Britain	6,700
Paints, Dyewoods	Great Britain, France	5,850
Hides, Skins	Cuba, Argentine Republic, France, Great Britain	5,370
Machinery	Belgium, Great Britain, France	4,800
Stationery	France, Great Britain, Belgium	4,421
Cotton	United States, Cuba, Equator	4,110
Cheese	Holland, Belgium, France, Great Britain	3,510
Yarn, Cordage	Great Britain, France	3,400
Earthenware, Glass	France, Great Britain	3,240
Copper, Tin	Great Britain, Belgium, France, Germany	2,100
Preserved Provisions	Cuba, France	1,560
Gutta-percha	Great Britain, France	1,250
Furniture	France, Great Britain	1,200
Sundries	France, Great Britain	1,100
Perfumery	France, Great Britain	840
Stone and Marble	France	600
Toys	France, Germany	161
	Total	1,009,523

Exports.

Flour and wheat, as usual, formed the chief exports from Santander last year. These were very large, the bulk of the flour being sent to Cuba; but considerable shipments, both of wheat and flour, were made to England The general exports appear to have been very trifling; but the nature of the commerce of Santander, which has often been previously described, being colonial, and consisting of exports of flour to the Spanish colonies, with imports of sugar and cocoa in return, the general export trade has never been of much consequence at this port.

The following shows the position of the export trade:—

	Wheat and Flour.	General Exports.	Total.
	£	£	£
1865	374,606	64,034	438,640
1866	950,700	37,520	988,220

The following is an analysis of the Export Return :—

Articles.	Countries.	Value.
		£
Flour	Cuba, Great Britain, Brazil	793,100
Wheat	Great Britain, Norway	157,600
Ores	Belgium, Great Britain, France	18,980
Metals	Cuba	5,200
Groceries	Cuba	4,600
Provisions	Cuba	4,500
Tobacco	Holland	2,600
Pulse	Cuba	1,000
Wine	Cuba, France, Great Britain	840
	Total	988,320

Agriculture.

Wheat and Flour.—There is nothing remarkable to be noticed under this head, except the activity in cereal exports already mentioned.

Cattle Disease.—The cattle disease, which broke out in the province of Santander nearly a year since, unfortunately continues.

Industries.

Mines and Minerals.—The following is a Return of the different kinds of ore exported from the province in 1866 :—

Ports of Shipment.	To Great Britain.			France.	Belgium.
	Calamine.	Copper Ore.	Iron Ore.	Calamine.	Calamine.
	Tons.	Tons.	Tons.	Tons.	Tons.
Santander	2,013	300	639	452	868
Suances	..	..	..	..	6,200
Comillas	1,300	..	..	200	5,000
Santona	..	..	..	..	2,000
Total	3,313	309	639	652	14,068

General Remarks.

The important trade between Santander and Cuba, and occasional considerable transactions in grain and flour effected with Great Britain, together with the circumstance of a good many steamers, both in the foreign and home trades, touching at this port, always create a certain movement, and give an appearance of activity not usual at Spanish ports. There can be no donbt, however, that Santander suffers with the rest of Spain ; and the financial position of its railway, which is stated to be of a most critical character, is unfortunately an additional source of universal depression.

Bilbao, June 20, 1867.

GALICIA.

Report by Mr. Consul W. C. Brackenbury on the Trade of Galicia for the Year 1866.

THE residence of Her Majesty's Consul for the provinces of Galicia and Asturias was, by order of Her Majesty's Government, dated May 1866, transferred from Vigo to the capital of Galicia.

In the General Report made in December 1856, mention was made of Coruña, its manufactories, and its establishments; since which no change worthy of note has taken place.

SHIPPING AND NAVIGATION.

The Spanish Merchant Navy was increased within this Consular District during the year 1866 by the purchase and transfer to the Spanish flag of an English iron vessel. Six English vessels, with an aggregate tonnage of 2,054 tons, were lost during the last winter within this Consular district, three of which were wrecked, and three were abandoned at sea.

A document, the date of the institution of which I could not ascertain, denominated the Pass for the Castle of San Anton, and which was exacted from vessels of all nations on leaving the harbour, and which, added to a small payment of 2 reals, or about 5*d.*, was an embarrassment, obliging masters of vessels either to heave their vessels to whilst they sent a boat to the castle with the pass, or else giving it to the pilot's boat crew to take it, and thereby affording a pretext to the pilots for abandoning vessels and not fulfilling their duties, was, at my request, abolished in a very courteous manner by his Excellency the Captain-General, and has been generally considered as a great boon to the mercantile community. The loss of the British schooner "Lionesse," by the abandonment of her by the pilot in charge under the pretext of delivering this very document, led me to inquire closely into the matter of pilotage dues, and the manner in which that duty was performed, and, finding great laxity attending it, I have, as regards British vessels, called upon the Naval Commandant to issue the strictest orders to his pilots (pilotage being compulsory both inwards and outwards) to fulfil their duties, whilst I have enjoined on the masters of British vessels the necessity of a strict compliance on their part with the port regulations, and that they should not dismiss the pilots until they shall have piloted their vessels clear of the shoals.

The tariff of pilotage at this port, according to Royal Order of 7th October, 1863, is as follows:—

	Tons.			
	From 50 to 100.	From 101 to 200.	From 201 to 300.	From 300 upwards.
	Reals.	Reals.	Reals.	Reals.
From outside the Shoals to the Anchorage ground ..	120	140	170	200
From the Lighthouse and Marola..	90	110	140	170
From Cape Pradeira or Seijo Blanco	60	70	85	100

For shipping berth in the port 40 reals of Vellon, and if done without a pilot, or previous permission, a fine of 40 reals. Steam-vessels of 200 tons and upwards pay the same pilotage dues as those assigned to vessels of 101 to 200 tons. Every vessel of 80 tons burthen upward is obliged to take a pilot on entering and leaving the harbour.

The quarantine imposed by the Spanish Government on the appearance of cholera in England last year, on all vessels leaving England or British Possessions, if bound to ports in Spain, was the cause of 502 British vessels having suffered quarantine in the foul lazarets of San Simon, near Vigo, and Tambo, in the Bay of Pontevedra.

	£	s.	d.
The 388 Vessels at the Lazaret of San Simon paid Lazaret dues ..	6,917	16	5
,, ,, ,, Pilotage dues..	1,258	0	0
The 114 Vessels at the Lazaret of Tambo paid Lazaret dues ..	1,638	2	10
,, ,, ,, Pilotage dues ..	3	4	0
Total	9,817	3	3

Since the 15th instant this port has been qualified, by order of the Spanish Government, as a port of observation, which means to say, a port where vessels coming from suspected parts may perform three days' quarantine, undergoing fumigation, and having two health guards put on board. English vessels coming from English ports are now allowed to perform three days' quarantine, provided there is no sickness on board.

Trade and Commerce.

The summer of 1866 was, as regards Spain generally, and therefore, as regards Galicia also, a fearfully painful one, viewed financially. The causes were many, and the origin of some dated from an earlier period. The Government of Marshal O'Donnell had, during its tenure of power, engaged Spain in a conflict with Africa, drawing largely on the resources of the country, at that time in a satisfactory condition. Subsequently followed the annexation of the island of Santo Domingo, where Spanish misrule produced a revolt, the effect of which was the commencement of hostilities, carried on at an immense expense, and occasioning a very heavy drain on the resources of the Government when the first effects of a want of means were felt. Lastly, the naval warfare against the Republics of Chili and Peru.

The consequence of these increased demands on the financial resources of the Government, which it was unable to meet, incurred the necessity on the part of the Government which replaced that of Marshal O'Donnell, to recur to a foreign loan, which was effected at Paris to the amount of 90,000,000 reals, or 900,000*l.*, guaranteed by the emission of Government 3 per Cent. Stock, taken at 26 per cent.

At the same time occurred the great, not only European, but what subsequently became universal, financial panic having, to a great extent, its origin in the general abuse of credit, generally unsupported by equivalent resources, but offering the allurement of high interest, but which, on the appearance of mistrust and its consequences, entailed the call for capital, which not being realizable, produced the panic and, in many instances, bankruptcy. This state of things, and the emission of the above-mentioned 3 per Cent. Stock, produced a heavy depreciation in all Government securities. Thus the 3 per Cent. Consolidated, which was at 54, fell at Madrid to 33·25; the 3 per Cent. Deferred from 50 to 31; Railway Government Debentures, from 99 to 61; and Government Shares on Public Roads, from 96 to 65. The Spanish Government, in the midst of its difficulties, also called on the country for the payment of

six months' anticipated taxes. These events could not fail to produce general distrust and a consequent depression on commerce and an unfavourable state of exchange, the proofs of which are demonstrated in the import and export returns of last year; in the former, 30,000*l.*, required for payment of oxen purchased here for England were imported, having been bought in London in Spanish gold at weight, and paid at a rate varying from 74*s.* to 76*s.* 9*d.* per oz., and, even with the addition of insurance, risk was, as a mercantile transaction, preferable to bills which could not be placed under more favourable conditions. In like manner, 1,052,630 francs having to be remitted to France, the remittance was made in specie and not by bills. At Coruña the general complaint is, that a great falling off has occurred in business. Much may be attributed to the facts already cited, but there are other reasons which must not be lost sight of, and which have contributed not inconsiderably to that result. Coruña injured its interests by obtaining permission to increase the dues levied at this port, to contribute towards the expenses incurred by the construction of a new sea-wall and quays, whilst, on the other hand, the Port of Ferrol obtained permission to be qualified as a port for the importation of foreign and colonial commerce. The opening of roads from Vigo to the interior of Galicia also afforded greater facilities for land conveyance, and these facilities afforded to commerce must be viewed as an advantage to general interests, although doubtless injurious to Coruña separately, and to them may be attributed the decrease of values to the amount of 33,367*l.* 12*s.* in the direct importation of Spanish colonial produce at this port during the last, as compared with the preceding year.

In the import trade of 1866, as compared with that of 1865, according to the returns, which, however, are not published by Government, but obtained privately, it appears that, notwithstanding all the unfavourable circumstances, there was an increase in values as follows:—

	1865.			1866.			Increase in 1866.		
	£	*s.*	*d.*	£	*s.*	*d.*	£	*s.*	*d.*
Great Britain	58,006	12	0	99,565	13	7½	41,559	1	7½
France	58,171	4	0	90,466	12	10	32,295	8	10
United States of America	30,200	0	0	167,587	2	10	137,387	2	10
South America	15,108	0	0	68,378	16	10	53,270	16	10

There was a decrease in values as follows:—

	1865.			1866.			Decrease in 1866.		
	£	*s.*	*d.*	£	*s.*	*d.*	£	*s.*	*d.*
Norway	18,142	8	0	10,820	4	0	7,322	4	0
Spanish Colonies ..	92,928	16	0	59,561	4	0	33,367	12	0

The imports from the United States of America consist in tobacco furnished by contract with the Spanish Government for the manufacture of cigars at the Government manufactories: tobacco being a Royal monopoly, attended with all its demoralising consequences of smuggling.

Agriculture.

The prices of the several sorts of corn and grain, and of potatoes and wine during the four quarters of last year ranged as follows:—

	March.				June.				September.				December.			
	s.	d.		s. d.	s.	d.		s. d.	s.	d.		s. d.	s.	d.		s. d.
Wheat, Soft per imp. qr.	63	4	to	69 2	63	4	to	69 2	55	5	to	63 4	59	4	to	63 4
Indian Corn ,,	24	4		29 9	24	4		29 9	24	4		29 9	21	3		27 1
Rye ... ,,	32	6		40 7	32	6		40 7	32	6		40 7	32	6		40 7
Beans ... ,,	40	0		50 0	40	0		50 0	40	0		50 0	40	0		50 0
Potatoes... per ton	101	0		119 5	101	0		119 5	101	0		119 5	121	10		140 7
Wine ... per butt	83	4		104 2	145	10		166 8	145	10		166 8	104	0		125 0

The very heavy and continued rains which prevailed during the last summer caused grain crops to be classed as barely average, both as regards quality and quantity. The great stagnation which prevailed in business generally, the want of money, added to the absence of demands for exportation, caused a dulness in respect of these articles. Potatoe crops having been very bad, prices rose in consequence.

Puelic Works.

In 1864 the Spanish Government granted the concession for the construction of a railway from this town to Ponferrada, where it was to join the branch line from thence to Leon and Palencia, the latter section joining the Grand Northern Trunk at Valladolid. The works, never as yet undertaken with activity for want of funds, were completely stopped last year. It is now said that they are to be continued on a large scale. The town of Coruña obtained permission from the Spanish Government to erect a new sea-wall, embracing the whole length of the new town, doing away with the former quays, and ejecting the sea. The space thus created is to be converted into building-grounds, or public gardens. The sea-wall is completed, and the greater portion of what was beach is nearly filled up with earth.

Equivalents of Weights and Measures referred to in the Returns of Import and Export Trade.

1,015 kilogrammes	equal	1 English ton.
100 litros	,,	22 Imperial gallons.
1 cubic metre	,,	35·31 cubic feet.
1 square metre	,,	10·76 square feet.
1 metre	,,	3·280899 English feet.

Coruña, May 25, 1867.

SPAIN AND BISCAY.

Report by Mr. Consul Young on Education in Spain and Biscay.

Although the state of education in Spain is still very backward, it cannot be said that is in consequence of inattention to the matter, or of the paucity of means provided. Great exertions on the part of successive Governments have been made during the last quarter of a century to effect such reform in popular instruction as was demanded by modern changes, and advance in social institutions, in order to bring within the reach of the middle and lower classes gratuitous teaching of a practical and useful description. That only a limited portion of the population should be found to avail themselves of the advantages which actually exist, is a fact attributed partly to the small interest taken by the majority of the educated and upper classes in the question, and partly to the influence of the clergy, who, although not offering direct opposition to the trifling instruction given in the primary schools, are still strongly opposed to any advance beyond certain narrow limits which they have distinctly marked, and at which, according to their views, the acquirement of knowledge by the people should stop. Moreover, a difficulty of a practical kind stands in the way in many parts of the country, from the long distances the children have to traverse in order to attend the schools. This last impediment is particularly felt in the Basque Provinces, where the population is scattered over a mountainous district, rendering it impossible for a considerable proportion of the inhabitants to avail themselves of the benefits of education offered at the towns or villages where the schools are established.

The general plan of education is, with a few slight modifications, that which was organized in 1845. Some important changes, however, have since been made in its administration. In the year 1847, the whole of the various branches of public instruction which, up to that time, had been under the superintendence of the Ministerio de la Gobernacion (Home Office), was transferred to an independent Government Department, by the creation of the Ministerio de Comercio, Instruccion y Obras Publicas (Office of Commerce, Education, and Public Works). Subsequently, by a Royal Order, dated 20th October, 1851, a portion of the affairs relating to public instruction passed to the Ministerio de Gracia y Justicia, the remainder, together with the Administration of Commerce and Public Works, being left to a distinct department revived under the ancient title of Ministerio de Fomento. Between these two last-mentioned Government Departments, public instruction was then divided as follows:—To the Ministerio de Gracia y Justicia was assigned all that relates to the three branches of Primary, Second, and University Education, and the management of the Normal, Lancastrian, and Infant Schools; while the Ministerio de Fomento took the affairs relating to education of a special character, such as the preparatory schools for architecture, mines, and civil engineering, the schools of art, industry and agriculture, navigation and commerce, the veterinary schools, and the colleges for the deaf and dumb. More recently still, the whole of the affairs relating to public instruction have been concentrated under the Ministerio de Fomento, which office is now divided into three sections, viz.,—

Public Instruction; Public Works; Agriculture, Industry, and Commerce.

It is scarcely necessary to say that the military and naval colleges depend on the War and Marine Departments; and as they cannot be considered to form part of the subject under review, no further description of them will be attempted.

Public instruction in Spain consists of four principal classes:—

(1) Primary Instruction;
(2) Second or Improved Instruction;
(3) Education for the learned Professions;
(4) Education of a Special Kind.

Primary instruction (*Primera Enseñanza*), although divided into two classes, elementary and superior, is purely rudimental, and limited to the teaching of moral and religious principles, reading and writing, and the elements of arithmetic, geography, and drawing.

Second instruction (*Segunda Enseñanza*) continues and perfects the slight education received in the primary schools, embracing such subjects as form the groundwork of a good general education, and ought to be completed within five years.

Education for the learned professions is indicated by the title, and is always pursued with a view to regular academic rank. The schools of study are five, viz., Philosophy, Chemistry, Medicine, Law, and Theology.

Education of a special kind relates to the studies which are peculiar to certain careers and professions not conferring academic rank, but which are in some measure under Government supervision and control; such are the professions of engineers of roads, canals and bridges, mining engineers, architects, &c.

The establishments for public instruction are as follows:—Schools, Institutes, Universities, Colleges, Normal Schools, and Seminaries.

The schools (*Primera Enseñanza*) are supported by the municipalities. Every town is bound, in proportion to its population, to maintain one or more of these schools for gratuitous instruction. They are subject to Government inspection and supervision, and the schoolmasters and mistresses employed must proceed from the Normal Schools. At the same time, any private individual may undertake a school of this description, subject to inspection and the rules laid down for their management. Most of the villages throughout the country possess a school of *primera enseñanza.*

The institutes (*Segunda Enseñanza*) are subordinate to, and preparatory for, entering the Universities. There is one in every province provided with professors, and supported by the State.

Of the Universities it need only be said that they are the property of the nation, and that the professors are paid out of the public purse.

Colleges are also to be found in all the principal towns, but these are in fact merely private schools, which anyone is at liberty to establish on his own account, subject to certain rules, statutes and supervision, and the condition of the teachers being approved, and proceeding from the Normal Schools.

Normal Schools for the education of professors, schoolmasters, and schoolmistresses are established in all the principal towns, and are wholly sustained by the Government. Only natives and, of course, Roman Catholics are admitted.

Seminaries are establishments destined specially for religious education, although lay pensioners are admitted.

It may be stated that the whole course of public instruction in Spain is open to every individual, however humble his origin, if his intelligence and pecuniary means are sufficient to enable him to pass through the various grades of education.

The following statistics indicate the state of public education generally in Spain, and particularly in the province of Biscay. When it is considered that the language of the natives of the Basque Provinces is an original and distinct idiom, with no sort of affinity to the Castillian, which, in many places, is even now scarcely understood, and when the nature of the country before alluded to is remembered, it will be seen that the state of popular instruction in Biscay, compared with the rest of Spain, is very satisfactory.

	Spain.	Biscay.
Males who can read and write	2,414,015	29,833
Females „ „	715,906	14,006
Males who read only	316,557	4,859
Females „	389,221	7,415
Males who cannot read or write	5,034,545	47,029
Females „ „	6,802,846	65,401
Total population, Census 1860 ..	15,673,090	168,525

PERCENTAGE of Population.

	Spain.	Biscay.
Males who can read and write	15·40	17·63
Females „ „	5·57	8·39
Males who can read only	2·02	2·88
Females „	2·43	4·40
Males who cannot read or write	32·13	27·28
Females „ „	43·40	36·77

SCHOOLS.

	Spain.	Biscay.
The number of Public Schools is	20,198	165
„ Private „	4,155	41
Total	24,353	206

making one school for every 608 inhabitants in Spain, and one for every 817 in Biscay. The number of pupils was—

	Spain.	Biscay.
In Public Schools—		
Males	729,495	7,715
Females	372,034	3,698
In Private Schools		
Males	80,398	1,224
Females	69,726	1,024
Total	1,251,653	13,661

making one scholar for about every 13 inhabitants in Spain, and one for every 12 in Biscay.

The number of pupils attending the superior schools (*Segunda Enseñanza*) during the following periods were :—

	Spain.	Biscay.
1857 to 1858	17,612	474
1858 „ 1859	19,928	367
1859 „ 1860	20,898	451
1860 „ 1861	21,478	379

Average number for each year—Spain, 19,979 ; Biscay, 442 ; being one for 784 inhabitants in Spain, and one for every 380 in Biscay.

The number of teachers and their several classes are as follows :—

	In Public Schools.		In Private Schools.	
	Spain.	Biscay.	Spain.	Biscay.
Male Teachers—				
Normal	106	4	23	1
Superior	1,141	14	159	28
Elemental	6,222	93	870	11
Without Title	6,413	31	340	8
Total	13,882	142	1,392	48
Female Teachers—				
Superior	196	2	68	1
Elemental	4,032	21	1,247	17
Without Title	614	10	395	3
Total	4,842	33	1,710	21
Grand Total ..	18,724	175	3,102	69

Total of teachers, male and female of all classes, in Spain, 21,826; in Biscay, 244; making one teacher for every 756 inhabitants in Spain, and one for every 700 in Biscay.

Bilbao, May 1, 1867.

SWEDEN.

GOTTENBURG.

Report by Mr. Consul Engström on the Trade of Gottenburg for the Year 1866.

The general shipping and commercial business of Gottenburg during the year 1866 shows an increase over the Returns of the preceding year, and on the whole the result has been favourable.

Shipping and Navigation.

As compared with 1865 there is an increase, viz.:—

	Tons.
On British Shipping, Inwards of	27,562
On Foreign ditto	28,443
Total Increase	56,005

As shown by the following comparative Statement of arrivals and departures during the five years, 1862 to 1866:—

Years.	Arrivals.					
	British.		Foreign.		Total.	
	Ships.	Tons.	Ships.	Tons.	Ships.	Tons.
1862	266	63,849	1,719	200,485	1,985	264,334
1863	267	70,953	1,870	229,217	2,137	300,170
1864	248	69,207	1,740	255,872	1,988	325,079
1865	254	72,028	1,616	259,560	1,870	331,588
1866	281	99,590	1,736	288,003	2,017	387,593
	Departures.					
1862	255	61,578	1,566	196,700	1,821	258,278
1863	272	71,687	1,573	220,884	1,845	292,571
1864	247	69,113	1,478	236,452	1,725	305,565
1865	261	73,659	1,463	256,455	1,724	330,114
1866	281	99,590	1,534	282,888	1,815	382,478

I subjoin a return of the British shipping at the outports of this Consulate for 1866, viz.:—

Ports.	Ships.	Tons.	Crews.
Strömstad	14	2,092	109
Uddevalla and Lysekihl ..	10	5,450	160
Helsingborg	25	6,718	215
Landscrona	24	6,629	259
Malmo	50	8,295	373
Cstad	22	4,699	212
Yarlshamn	1	256	8
Carlscrona	7	654	48
Total	153	34,793	1,384

Being 6,325 tons more than in 1865.

Freights.—The current rates from Gottenburg to London during 1866 were as follows, viz. :—

	Spring.	Summer.	Autumn.
For Deals, per Petersburgh Standard..	*s.* *d.* to *s.* *d.* 29 0 ..	*s.* *d.* to *s.* *d.* 32 0 to 32 6	*s.* *d.* to *s.* *d.* 32 6 ..
Oats per quarter	1 9 to 2 3	1 9 2 0	2 0 to 2 9

Trade and Commerce.

Exports.—As compared with 1865, the export trade of Gottenburg in 1866 shows an increase in value of 258,500*l.*, as will be seen by the following approximate estimate for the five years 1862 to 1866, viz :—

Years.	In British Ships.	In Foreign Ships.	Total Value.
	£	£	£
1862	343,800	833,200	1,177,000
1863	433,850	851,150	1,285,000
1864	447,700	883,300	1,331,000
1865	457,500	849,500	1,307,000
1866	589,500	976,000	1,565,500

Iron.—The total shipments of iron from Gottenburg during the last five years have been as follows, viz.:—

	Tons.
1862	41,530
1863	44,360
1864	48,430
1865	38,120
1866	53,350

Showing in 1866 an increase over the previous year of 15,230 tons.

The export of 1866 was to the following countries, viz.:—

	Tons in 1866.		Tons in 1865.
To England	27,270	against	21,380
„ North America ..	14,260	„	5,830
„ Germany	3,995	„	3,945
„ France	2,865	„	2,560
„ Other Countries ..	4,960	„	4,405
Total	53,350	„	38,120

Wood.—The export of plank, deals, and battens, from Gottenburg in 1866, has exceeded that of the previous year by 1,054,680 cubic feet, or 60,980 dozens, as appears by the following comparative Statement for the last five years, viz.:—

1862	dozens	333,455
1863	„	329,078
1864	cubic ft.	9,767,600
	dozens	350,120
1865	cubic ft.	9,269,250
	dozens	339,620
1866	cubic ft.	10,323,930
	dozens	400,600

The shipments of 1866 were to the following countries, viz. :—

	Cubic Ft. in 1866.		Cubic Ft. in 1865.
To England and British Colonies ..	6,963,790	against	5,180,730
„ France	2,742,960	„	3,357,120
„ Belgium	266,380	„	272,890
„ Spain	121,570	„	158,680
„ Holland	95,270	„	139,340
„ Other Countries ..	133,960	„	160,490
Total	10,323,930	„	9,269,250

Of other kinds of wood the export from Gottenburg in 1866 consisted of—

30,880	Pieces of Timber, large and small.	
29,720	Cubic Feet of Balks and Spars above 6 inches.	
9,625	Pieces of „ „ under 6 „	
4,222,100	„ Telegraph Props.	
	Laths and Lathwood .. .. value	4,500*l.*
	Firewood .. .. .. „	1,500*l.*
	Staves of Oak and Pine .. „	1,200*l.*
	Birch Barrels .. .. .. „	1,300*l.*
	Sleepers of Pine .. .. „	500*l.*
	Oars .. .. „	800*l.*

Owing to the large stocks in most European markets, combined with political and monetary complications, the spring season of 1866 opened with poor prospects for the Swedish wood trade, and the Gottenburg prices were set at a reduction of 10 per cent. on those of 1865.

Contrary to what might have been expected, spring shipments were quite up to the average of former years, and the spring and summer being unusually favourable for floating from the forest districts to the lower parts of the rivers, where the saw-mills are situated, the mill-owners had full work all the year. The consequence has been that the production of sawn wood from the mills, and arrivals from the interior, have exceeded the supply for the last eight or ten years.

Notwithstanding the increasing distrust and embarrassment caused by the bank failures, and commercial disasters in the spring and early part of the summer, a very considerable portion of this large supply was shipped during the season, so that the total export from this port, both as regards dozens and actual cubic contents, is far in excess of late years.

This result, however, has been brought about by a further reduction of the spring shipping prices, and also by an unusually large proportion of the cheaper goods being forced off, favoured by low rates of freight.

The effect on the stocks at the end of the season is, that the first-class goods predominate to a degree unknown here for many years, and the prospects of realization in the ensuing season not encouraging.

Although the weather in the winter of 1866 was not favourable for the preparation of pit-props, the export of this article has increased largely as compared with 1865.

The following were the opening spring prices for deals, at per Petersburg standard, viz. :—

	£	*s.*	*d.*		£	*s.*	*d.*
1st and 2nd quality, mixed, 3 by 9 inch, red ..	7	5	0	to	7	10	0
3rd „ „ „ „ ..	5	7	6		..		
1st and 2nd „ „ 2½ by 7 inch, „ ..	6	5	0		..		
3rd „ „ „ „ ..	5	10	0		..		

White wood at 10 per cent. reduction on the above rates.

Grain.—The total shipments of grain from Gottenburg in 1866 amounted to 300,550 quarters against 290,100 quarters in 1865, and from the other ports of this Consulate the total export in 1866 was as follows, viz.:—

	Quarters.
Strömstad	17,000
Uddevalla and Lysekihl	61,420
Kongelf	37,120
Warberg	13,400
Halmstad	21,770
Helsingborg	173,500
Landscrona	83,750
Malmö	127,000
Ystad	85,400
Carlscrona	2,340
Total	622,700

The accompanying return gives the quantities and value of some of the exports from Gottenburg in 1866, viz.:—

Oil Cake	tons	825
Zinc	„	11,450
Copper	„	130
Lead	„	70
Manganese	„	173
Tar and Pitch	„	271
Alum	cwt.	2,075
Rags	„	2,565
Bones	„	2,137
Pork and Beef	„	3,568
Train Oil	„	1,300
Lamp Black	„	51
Cranberries	„	2,380
Carraway	„	25
Butter	„	1,470
Cheese	„	355
Hides and Skins	lbs.	146,645
Paper, common	„	704,695
China ware	„	31,873
Horns	„	21,500
Soap	„	9,612
Candles, Stearin	„	4,700
Wax	„	1,387
Cotton, Linen, and Hempen Cloth ..	„	61,980
Bricks and Tiles	pieces	57,710
Live Animals, Oxen	..	5,413
„ Calves	..	566
„ Sheep	..	2,098
„ Pigs	..	550
Steam and other Machinery ..	value £	5,200
Lucifer Matches	„	30,300

Imports.

The following is an approximate estimate of the total value of the imports into Gottenburg for the five years 1862 to 1866, viz.:—

Years.	In British Ships.	In Foreign Ships.	Total Value.
	£	£	£
1862	445,000	1,065,000	1,510,000
1863	479,000	1,161,000	1,640,000
1864	512,000	1,088,000	1,600,000
1865	765,600	1,524,400	2,290,000
1866	809,500	1,481,500	2,291,000

And I add a comparative Statement of the quantities of the principal articles of import for the same period, viz.:—

Articles.	1862.	1863.	1864.	1865.	1866.
Coal .. tons	93,100	82,100	93,100	100,560	101,700
Coffee .. lbs.	7,437,600	6,351,662	4,339,600	10,403,762	6,135,185
Cotton .. „	2,127,070	1,635,227	2,988,973	6,753,215	9,535,983
Cotton Yarn „	428,618	373,268	426,863	918,518	1,250,787
Hides .. „	2,416,030	2,948,290	3,331,658	2,467,518	2,849,042
Sugar, Raw „	18,229,670	15,974,946	15,833,012	20,690,937	17,447,959
Tobacco .. „	1,209,020	1,016,347	2,126,724	1,720,944	2,128,114

The quantities and value of some of the principal imports into Gottenburg in 1866 are detailed in the accompanying return, viz.:—

Grain, principally Rye and Barley	Quarters	32,300
Meal of Wheat and Rye	cwt.	61,278
Rice and other Grits, not of Corn ..	lbs.	911,870
Almonds	„	118,798
Butter	„	7,200
Cheese	„	202,400
Fish, Salted	barrels	88,168
„ Dried	cwt.	10,295
Glass, Plate and Window	„	178,123
Hops	„	111,712
Indigo	„	31,910
Other Dyes	value £	11,200
Iron, Pig	tons	1,374
„ Plate and other Wrought ..	„	800
„ Rails	„	5,681
Liquorice	lbs.	43,810
Manufactures of Silk, Woollen, Linen, and Cotton	lbs.	847,468
Oil, Train	„	385,745
„ Fatty	„	1,764,498
Oil of Vitriol	„	323,292
Pepper	„	165,189
Plums, French	„	163,825
Pork	cwt.	2,604
Raisins	lbs.	379,360
Soda	cwt.	14,877
Soap	lbs.	16,311
Spices	„	25,094
Spirits, all kinds	„	1,727,671
Sugar, refined	„	1,153,247
Tallow	„	220,800
Tea	„	34,898

Treacle	lbs.	1,102,366
White Lead and Zinc	„	327,668
Wool	„	1,236,385
Woollen Yarn	„	215,735
Wines	„	1,496,790
Machinery and Implements ..	value £	96,100

Exchanges.

The mean rates of exchange per £ sterling on London, at three months date, during the year 1866, were as follows, viz.:—

	Rix.	öre.		Rix.	öre.
January	17	72	July	17	60
February	17	82	August	17	79
March	17	82	September	17	69
April	17	80	October	17	73
May	17	66	November	17	78
June	17	48	December	17	70

Average of the Year, 17 Rixdalers 72 öre.

And the following is a statement of the amounts of foreign bills negociated at Gottenburg during the years 1862 to 1866, viz.:—

	Rixdalers.
1862	49,034,320
1863	46,981,556
1864	54,402,910
1865	54,753,115
1866	57,676,401

Being 2,923,286 Rixdalers, or about 162,400*l.* in 1866, over the former year.

Agriculture.

Up to the middle of the month of August the prospects of the harvest were most promising, but from that time the weather set in wet, and continued with little interruption to the end of September, so that with exception of winter seed, hay, and clover, which were gathered early, the crops in this district suffered generally.

Winter Rye and Wheat were housed before the rain set in, and yielded from eight to tenfold, or a full average.

Spring Rye and Wheat.—Under average.

Barley and Oats suffered in quality from the heavy and constant rain, but being rank in growth the yield in quantity was from six to sevenfold, or nearly an average crop.

Peas, Beans, Tares, much injured by wet, and gave an under average yield of five to sixfold.

Potatoes, a very bad crop of not more than three to fivefold, and generally diseased.

Hay.—The crop was abundant and well got in, and fully sufficient for the wants of the province.

The following were the average prices of corn and grain during 1866, viz.:—

	s.	*d.*	
Wheat	42	3	per quarter.
Rye	31	4	„ „
Barley	27	3	„ „
Oats	19	4	„ „
Peas	41	6	„ „
Beans	30	0	„ „
Potatoes	58	0	per ton.

Gottenburg, June 11, 1867.

TRIPOLI.

Report by Mr. Consul F. R. D. Hay on the Trade of Tripoli for the Year 1866.

Shipping and Navigation.

Comparative Statement of British and Foreign Shipping during the Years 1865 and 1866.

	Entered.		Cleared.	
	Vessels.	Tonnage.	Vessels.	Tonnage.
British	41	6,228	41	6,246
Ottoman	118	10,950	117	10,890
French	2	847	2	847
Italian	10	950	10	950
Austrian	1	120	1	120
Greek	7	1,210	7	1,210
Tunisian	20	1,240	20	1,168
Total	199	21,545	198	21,431

1866.

	Entered.		Cleared.	
	Vessels.	Tonnage.	Vessels.	Tonnage.
British	24	4,006	20	3,300
Ottoman	125	10,630	123	10,735
Jerusalem	1	97	1	97
Austrian	1	120	1	120
Italian	9	710	9	710
Greek	8	767	8	815
Tunisian	27	1,657	30	1,760
Total	195	17,987	192	17,537

Recapitulation.

	Entered.		Cleared.	
	Vessels.	Tonnage.	Vessels.	Tonnage.
1865..	199	21,545	198	21,431
1866..	195	17,987	192	17,537
	4	3,358	6	3,894

The decrease in the general shipping, as compared with that of 1865, has been slight, whilst in shipping under the British flag there has been a falling off of almost one-half. This has been owing to the Ottoman merchant steamer which runs two or three time a month between this

and Malta, carrying the greater part of the trade in which British vessels were formerly engaged. The entrance to the port remains in the same dangerous state mentioned by me in the Commercial Report for 1865.

Trade and Commerce.

Imports and Exports in 1865 and 1866.

1865.

Imports.	Value.	Exports.	Value.
	£		£
British manufactures ..	13,000	Oil	5,000
Foreign „ ..	6,300	Butter	4,100
Wheat	4,500	Wool	4,500
Barley	12,000	Salt	500
Brass	2,000	Dates	1,000
Iron	1,500	Madder Root	5,000
Lead	1,000	Skins	1,500
Colonials	8,500	Soap	1,500
Oil	4,000	Ivory	15,000
Tobacco	2,000	Feathers	12,000
Spirits of Wine	4,500	Natron	3,000
Planks and Timber ..	2,900	Bullocks	16,000
Firewood and Coals ..	2,500	Wheat	6,700
Sundries	7,000	Barley	3,000
		Sundries	8,000
Total	71,700		
		Total	86,800

1866.

Imports.	Value.	Exports.	Value.
	£		£
British manufactures ..	13,500	Manufactures	2,000
Foreign „	5,000	Oil	6,000
Colonials	7,500	Butter	1,000
Tobacco	3,000	Wool	20,500
Tin	2,000	Madder Root	3,600
Lead	1,000	Dates	3,000
Brass	1,550	Feathers	7,000
Barley	8,000	Skins	1,400
Sprits and Wine	4,800	Ivory	12,000
Combustibles	1,000	Natron	2,500
Plank and Timber	3,800	Bullocks	13,000
Oil	5,000	Barley	7,000
Earthenware	3,000	Soap	1,800
Sundries	8,200	Sundries	4,000
Total	67,450	Total	66,800

Recapitulation.

	Imports.	Exports.
	£	£
1865	71,700	86,800
1866	67,450	66,800
Decrease in 1866	3,250	20,000

Agriculture.

The wheat crops were so limited that, in order to prevent a scarcity and rise in prices, which would have caused great distress amongst the population of this country, the local Government prohibited the exportation of wheat.

Barley having been much more abundant, its exportation was left free; but as great quantities were shipped for the Regency of Tunis, where a famine prevailed, a monetary scarcity ensued which, however, soon disappeared, in consequence of the supplies that arrived from the eastern parts of this province and from Malta. Barley being the principal staple of food in this country, the prices of all articles are more affected by the failure or the reserve of the barley crops than by that of any other.

The crop of olive oil was very fair in the eastern parts of the province: in the western portions it proved a failure. Whole districts, once abounding in olive groves, are at present almost destitute of these valuable trees, from their having been cut down by the inhabitants to avoid the heavy tax imposed on each tree by the Turkish Government.

The cultivation of potatoes, which was introduced only a few years back, has been very successful, and is yearly on the increase.

There has been nothing worthy of note as regards the other agricultural products, such as madder root, beans, red pepper, &c. There has been a slight improvement in the breed of cattle.

Tripoli, May 31, 1867.

BENGAZI.

Report by Mr. Vice-Consul Dennis on the Trade and Commerce of Bengazi during the Year 1866.

The general trade and commerce of this port have been greatly restricted during 1866 as compared with the preceding year, owing in part to natural causes, but more to the unsettled state of the relations between the local Government and the principal Arab tribes of this portion of the Regency of Tripoli.

During the winter of 1865–6 the rainfall was very inadequate and partial, so that in many parts of the province either little grain was sown, or what was sown did not spring up; and even where it appeared above ground, it was soon burnt up from the want of refreshing showers in the spring. Throughout the greater portion of the province the harvest proved a failure. Even where it gave most promise, as in the mountainous district between Bengazi and Derna, it suffered much injury from the dissensions of the inhabitants. Early in the spring two of the most powerful Arab tribes, who had long been at feud, came to an open rupture, and made hostile raids on each other's cattle and crops. The Pasha of Bengazi, instead of endeavouring to make peace between them, unadvisedly elected to take part with that tribe which appeared the stronger, and marched all the troops in the province against their opponents. Instead, however, of crushing them at a blow, as he had anticipated, he met with so vigorous a resistance, that the Imperial forces with their Arab allies were compelled to retreat, and seek refuge in a mountain fortress. Although the victorious Arabs did not press their advantage, but rather sought to excuse themselves for opposing the Sultan's troops, the relations between them and the local Government have ever since been on so unfriendly a footing that the members of this tribe with their allies have not ventured either to visit Bengazi or to send their produce to market, lest the Pasha should lay violent hands on it, or on themselves. This state of things has greatly limited commercial transactions at Bengazi, which depend entirely on freedom of intercourse with the Arabs of the interior. Little produce has consequently been brought to market, and, on the other hand, few purchasers of imported goods have appeared in the bazaar. Had it not been for the redundant harvest of 1865, a considerable portion of which, unshipped during that season, was stored in Bengazi, the falling off in the total amount of commerce in 1866, as compared with the preceding year, would have been much more conspicuous, and the general business of the port during 1866 would have been insignificant. The following figures show the comparative value of the commerce of Bengazi in the two years:—

	1865.	1866.
	£	£
Exports	132,385	82,930
Imports	59,818	48,404
Total	192,203	131,334

The shipping that visited the port in 1866 naturally shows a decline proportionate to that of the commerce:—

	1865.	1866.
Vessels entered	288	199
„ cleared	282	194

Exports.

	£
Value in 1865	132,385
Value in 1866	82,930

The value of the exports in 1866 is no index to the extent of the produce of that year, as they were chiefly composed of the surplus grain from the harvest of 1865, which was retained in store till the following spring, either from the want of opportunities of shipment or in expectation of a rise in price.

Of the other usual articles of export, such as butter, wool, skins, dyebark, wax, &c., very small quantities found their way to Bengazi in 1866, for the reasons already stated. Salt alone maintained an approximation to the quantity exported in 1865, but the exportation of this article, as I have shown in previous Reports, generally bears an inverse ratio to that of the other products, seeing that vessels, unless sent to Bengazi expressly for salt, which is not often the case, load with this material only when they cannot obtain a more profitable cargo.

The trade with Malta in cattle, which once formed a leading feature in the exports from Bengazi, was very trifling during 1866. For some years past the demand for the Egyptian market has been great, and the trade highly remunerative. This has at length so diminished the supply, that there are hardly more cattle left in the province than are sufficient to meet the local demand, and the price of meat has consequently risen so considerably that it pays better to sell on the spot than to export to Malta with the uncertainty of a profit.

Imports.

	£
Value in 1865	59,818
Value in 1866	48,404

The falling off in the imports of 1866, as compared with the preceding year, is less striking than in the exports. Yet as regards manufactured goods, not more than one quarter of the value imported in 1865 was introduced in 1866, for there were very few demands made by the Arabs, who are the principal purchasers. The larger portion of the imports, as regards value, consisted of provisions for the consumption of Bengazi, to supply the want of the comestibles usually brought from the interior, but of which very insufficient quantities last year reached the town.

Public Works.

No improvements were effected in 1866, except in the Bazaar of Bengazi, where the Pasha widened the thoroughfare at the expense of the individuals who own the shops he caused to be pulled down and rebuilt. The local Government devotes no money to public works beyond repairing barracks and other official buildings. The construction of a causeway across the salt lagoon at the back of the town, and the clearing of the spacious port from the sand which now renders it almost useless, have indeed long been talked of. Yet year after year passes

away, and not a rood of road exists in the province; and many vessels are annually lost, not only on the rocks outside the unlighted harbour, but on the shoals within its mouth.

Exchange.

During 1866 there have been considerable fluctuations in the rates of exchange, but at the close of the year they stood thus:—

English Sovereign ..	equal to	113	Turkish	piastres.
Napoleon	„	91	„	„
Ottoman Lira ..	„	102½	„	„
Austrian Dollar ..	„	25	„	„
Spanish Pillared Dollar	„	25	„	„
Five-Franc Piece ..	„	22¾	„	„

Bengazi, February 7, 1867.

UNITED STATES.

MAINE AND NEW HAMPSHIRE.

Report by Mr. Consul H. J. Murray on the Trade, Commerce, and Navigation of Maine and New Hampshire for the Year 1866.

The growing prosperity of the city of Portland, the commercial capital of the State of Maine, met with a most serious check on the 4th July, 1866, on which day, in consequence of the explosion of a fire-cracker among some wood shavings at a boat builder's, one of the largest and most important conflagrations in this country took place. The most densely settled and principal business portion of the city was converted in a day into a wilderness of chimney stacks and broken walls, covering an area of 227 acres, laying waste some 2,000 buildings, including many private dwellings, the principal public buildings, eight churches, eight hotels, all the newspaper, lawyers', express, and insurance offices ; all the banks and savings' institutions. Among the buildings burned were the magnificent New City Hall, 155 brick stores and warehouses, including the large sugar house of Messrs. J. B. Brown and Sons, valued, with the contents, at 522,532 dollars. The actual losses by this terrible disaster have been variously estimated at from six to fifteen millions of dollars, but were probably not less than from ten to twelve millions, including private individual losses. The promptness with which these losses were met by the insurance companies, with two or three exceptions, was a great relief, the amount paid reaching in the aggregate to 3,859,450 dollars. The generous and substantial sympathy and aid extended from all parts to alleviate the immediate distress of the destitute sufferers, the contributions amounting to nearly 600,000 dollars, imparted a most beneficial influence to the afflicted and to the citizens generally.

While the wholesale and heavier branches of business were spared from the flames to a remarkable extent, the blow to the general prosperity of the city was indeed a severe one, and at first threatened the utter ruin of the business of the season in the wholesale trade. The traders throughout the State, under the impression that all branches of business were necessarily broken up and ruined here for the time, naturally turned their attention to other markets, but, by an united effort and appeal, the current was checked, and the trade brought back to its natural channels, and many branches, even with those burned and temporarily crowded into limited and cramped quarters, have been heavier than at any previous season for the same period of time.

It is alleged that the greatest impediment that now stands in the way of the commercial progress of Portland is the present manner in which the railroads are managed, which is in direct conflict with the business interests, more especially with the communication with the west, and the great produce trade of the Lake Cities. The impossibility of getting supplies of flour and grain from the west over the Grand Trunk Railway after it had taken possession of the property, until too late in the season to meet the wants of the trade, has had the most disastrous effects upon all branches of the trade of Portland.

The communication by sea was never before so ample and extensive as it was during the past year, especially with the eastern coast of this State of Maine, by which constant and regular lines have afforded transportation between Portland and fifty seaport towns, securing a large trade that has in years past found its way to other markets. It is estimated that two

transportation companies alone have carried at least 2,000,000 dollars worth of goods between these ports, and this is chiefly a new trade in this market.

Freights.—The shipping interest was very much depressed during the past year. If any one class of vessels has been more profitable than another, it is that class of small vessels engaged in the transportation of lumber and coal. The fishermen were not as successful in the catch during the season as they were the previous year, and the prices obtained were not so high, yet, as compared with the larger classes of vessels, the two above-mentioned have done well. The vessels engaged in the trade to Cuba and the other West India Islands were subjected to a ruinous competition from foreign vessels, principally those from the British provinces.

The rates of freight obtained were, on the average, only those current previous to the war, yet the cost of construction of vessels is from 50 to 75 per cent. higher than before the war, and the cost of sailing them is doubled. For the class of large vessels engaged in the guano, the East India, and the California trades, the rates of freight were, as a general thing, barely sufficient to pay expenses, and the cotton trade was equally unprofitable. The enormous expenses at the southern ports, and the high prices of wages and outfits preclude the possibility of saving anything to the owners of a ship from a freight at the rate of $\frac{1}{2}$ to $\frac{5}{8}$ths of a penny per lb., and to add to other heavy expenses are those of increased rates for marine insurance. Where six per cent. per annum were paid ten years ago, eight and a-half and nine are paid now. The offices generally have advanced their rates nearly 50 per cent.

The prospect at the beginning of the year was by no means encouraging for any class of vessels, excepting perhaps those engaged in fishing, yet the shipbuilders kept busily engaged throughout the State in the construction of vessels of every class. In one town, of only 3,000 to 4,000 inhabitants, 19 vessels were launched, averaging 350 tons, and costing from 75 to 80 dollars per ton. For the past two years, the supply of tonnage has more than sufficed for the carrying trade of the country. The principal causes for the depression of the shipping interests are considered to be owing to the stagnation of legitimate trade, and the competition from foreign vessels so much more cheaply built and sailed. Then there is the heavy tax paid to the Government in the shape of duties on materials entering into the construction of vessels, and also the internal revenue tax. It is estimated that a ship of a thousand tons register pays in that way to the Government 10,000 dollars. Then the heavy and almost constantly increasing expenses of a ship in all the United States ports, more especially at the south; the high premiums for insurances; and last, but not least, the great difficulty in obtaining efficient and reliable officers and men.

Commerce of the Port.

The following is a brief synopsis of the aggregate business of the port for the last year:—

	$
Value of Merchandise entered at Custom-house during the year 1866	14,501,348
Ditto during the the year 1865	8,390,834
Increase over 1865 (nearly 73 per cent.)..	6,110,514
Duties assessed in 1866	7,619,081
„ 1865	4,174,550
Increase over 1865 (82 per cent.).. ..	3,444,531

	$
Duties collected in 1866	1,008,877
„ 1865	645,583
Increase over 1865 (50 per cent.)	363,294

The value of foreign exports for the past year was 5,719,863 dollars.

The aggregate business at the Custom-house will compare favourably with that of Philadelphia or Baltimore.

The following Tabular Statement in detail of the Imports and Exports will show the amount and character of business in Foreign Exports and Imports, as compiled from the papers of the Custom-house :—

IMPORTS.

Anvils	No.	41	
Anchors and Chains	„	16	
Butter ..	packages	14	
Building Stone ..	tons	1,144	
Coffee	bags	107	
Cocoa	„	100	
Cedar Posts.. ..	No.	15,496	
Coal..	tons	15,874	
Carpets	trusses	2	
Clap Boards ..	No.	111,277	
Cigars	cases	56	
„	M.	107,400	
Chain Cables ..	No.	26	
Cordage	bales	10	
Cutlery	cases	1	
Cocoa Nuts.. ..	No.	2,030	
Caustic Soda ..	barrels	40	
Cranberries.. ..	„	45	
Dry Goods	bales	55	
Earthenware ..	crates	32	
Effects ..	packages	4	
Fruit	boxes	21	
Fish	quintals	8,536	
Fish Lines ..	bundles	5	
Fish Oil	barrels	176	
Gin	cases	20	
Glass Ware.. ..	casks	6	
Grindstones.. ..	No.	1,690	
Glass Clay	casks	20	
Grapes	boxes	10	
Halibut	lbs.	13,470	
Herrings	boxes	6,452	
„	barrels	78	
Headings	cords	5	
Hats	cases	10	
Hides	No.	7,793	
Hemp ..	bundles	4	
Hardware	cases	9	
Iron	bars	39,166	
„	bundles	7,253	
„	plates	388	
Sheet Iron ..	bundles	50	
Hoop Iron ..	„	1,539	
Pig Iron	tons	200	
Jewellery	cases	10	
Junk ..	packages	12	
Knees	No.	665	
Lumber	feet	3,953,424	
Laths	No.	208,000	
Liquors	doz.	72	
Linen ..	bundles	22	
Locomotives ..	No.	1	
Molasses	hhds.	43,983	
Molasses	tierces	4,676	
„	barrels	3,017	
Mackerel	„	312	
Mill Boards.. ..	bales	55	
Machinery	boxes	297	
Nails	bags	20	
Oil	barrels	30	
Oranges	boxes	56	
„	No.	101,690	
„	barrels	60	
Potatoes	„	45	
Paper	bales	34	
Paint	casks	23	
Pickets	No.	20,975	
Plaster	tons	6,265	
Plank	feet	44,352	
Plated Ware ..	cases	3	
Phosphate of Lime,	barrels	34	
Pine Apples ..	doz.	30	
Rum ..	puncheons	20	
Rags..	bales	31	
Sugar Box Shooks	No.	11,240	
Salt	tons	647	
„	barrels	13,500	
„	bushels	73,987	
Scantling	feet	84,405	
Smoked Halibut ..	lbs.	8,513	
Steel	cases	130	
„ ..	bundles	895	
Seeds	casks	12	
Shingles	M.	167,750	
Sheepskins.. ..	No.	4,870	
„	crates	68	
Soda Ash	tierces	150	
Sash Stuff	feet	2,419	
Sugar	hhds.	8,496	
„	tierces	276	
„	barrels	588	
„	boxes	7,408	
„	bags	2,800	
Salmon	barrels	12	
Shad	„	160	
Sweetmeats.. ..	kegs	9	
Tin Plates	boxes	1,678	
Tea	chests	78	
Tamarinds	kegs	161	
Tongues and Sounds,	barrels	104	
Various Merchandize	pkges	6,940	
Wire Rope	coils	25	
Wood	cords	447	
Whisky	hhds.	9	
Wool	bales	645	

Exports.

Ashes	barrels	4,112
„	lbs.	104,832
Apples	barrels	1,881
Axes	doz.	22
Beef	barrels	1,582
„	tierces	135
„	lbs.	213,760
Butter	„	831,884
„	packages	63
Beans	barrels	143
Barley	bushels	18,501
Beeswax	lbs.	1,150
Boots and Shoes	cases	53
Books	„	2
Bolting	bales	41
Belting	packages	6
Bacon	lbs.	13,200
Bread	barrels	28
Brooms	doz.	29
Bricks	No.	1,200
Cut Meats	lbs.	3,336,146
Cheese	„	128,427
Corn	bushels	34,100
Clap Boards	No.	2,000
Chalk	barrels	8
Chains	doz.	6
Cordage	packages	31
Canned Goods	„	482
Cattle	heads	45
Cloves	boxes	487
Cabbages	No.	10,346
Castings	„	76
Chains	„	30
Car Wheels	„	160
Copper Ore	bars	40
Deals	feet	2,503,298
Deal Ends	„	33,542
Duck	yards	500
Extract Hemlock	barrels	230
Effects	packages	39
Empty Casks	No.	5,829
Flour	barrels	116,582
Fish	„	81
„	boxes	23
„	drums	191
„	quintals	36
Furniture	packages	195
Furs	cases	76
Game	lbs.	17,209
„	barrels	96
Grass Seeds	bushels	3,690
Glass Ware	cases	35
Hoops	No.	2,383,925
„	bundles	9,369
Headings	pairs	21,993
Hops	bales	6
Hams	casks	5
Hermetically Sealed Goods	cans	1,920
Herrings	boxes	630
„	barrels	58
Harnesses and Carriages		4
Hardware	packages	86
Hats	bales	16
Kerosene Oil	barrels	525
„	gallons	5,448
Knees	No.	625
Lard	lbs.	629,060
Leather	„	75,469
„	rolls	170
Lumber	feet	8,658,342
Lime	casks	22
Locomotives	No.	2
Linseed Cakes	barrels	2,228
Machinery	packages	8
Matches	gross	3,158
Meal	barrels	607
Mackerel	„	12
„	kits	1,103
Molasses	hhds.	182
Nails	lbs.	64,200
Oats	bushels	217,383
Oatmeal	barrels	5,210
Opium	lbs.	400
Onions	barrels	251
Oak Plank	feet	21,008
Plank	„	35,874
Palings	„	47,225
Peas	bushels	26,938
Paper	bundles	221
Potash	barrels	1,669
Provisions	„	89
Pork	„	3,063
Potatoes	„	9,332
Pipes	boxes	100
Pails	doz.	6
Rags	bundles	17
Rails	feet	188,398
Rye Meal	barrels	500
Rubbers	cases	17
Sugar Box Shooks	No.	777,511
Shooks and Heads	„	240,298
Staves	„	146,164
Scantling	feet	874,696
Shingles	No.	1,689,250
Seeds	packages	134
Stoves	No.	40
Shorts	tons	432
Soda	kegs	31
Salt	boxes	25
Starch	barrels	271
Soap	boxes	7
Sugar	barrels	158
Shovels	cases	32
Sewing Machines	No.	296
Safes	„	8
Steam Boilers	„	2
Timber	feet	105,238
Tea	chests	40
Tallow	lbs.	75,062
Tobacco	„	1,500
„	cases	333
Turpentine	gallons	210
Tongues and Sounds	kits	50
Truss Hoops	sets	52
Various Merchandize,	pkgs.	937
Wool Bales	bales	20
„	lbs.	3,462
White Lead	„	8,500
Washboards	doz.	3
Wrappers	bundles	79
Wheat	bushels	16,912

VALUE of Foreign Exports during the past Three Years.

	$
1866	5,719,863
1865	8,027,565
1864	5,491,735

Boot and Shoe Trade.—The past year has been one of prosperity for the wholesale boot and shoe business. The trade is represented by nine firms, against seven a year ago, all of which have done a large and successful business, notwithstanding the drawback which they experienced by being burned out by the fire of the 4th July, from which not a firm escaped; and, though the business has been done with limited accommodations, in flour and grocery stores, there has been fully a quarter more goods sold during the last six months of the year than there ever was before in a corresponding period. The new avenues of trade opened by the Eastern Packet and Maclicas Steamboat Companies have brought many purchasers of boots and shoes to this market, who have hitherto looked only to Boston for their supplies, all of whom admit that, while finding goods better suited to their wants, they can obtain them at prices to compete with those of the Boston jobbers.

Box Shook Trade.—The box shook trade, which heretofore formed so important a branch of the business of Portland, has materially decreased for the past year, caused in part by the increased productions of the British provinces, to which point this hitherto important trade of the city is fast tending, and must finally, from present indications, be transferred.

Early in the year, prices in Cuba, from the 1st January to the 10th February, ranged from $7\frac{1}{2}$ to $8\frac{1}{4}$ reals, and all shipments (not put into store) from this port to Cuba, resulted in heavy losses to the exporters, hence exportations closed for a time. Exportations of shooks from St. John's, New Brunswick, costing only 45 to 50 cents in gold, did not yield the shippers any profit, neither was there any loss. In January and February, box shooks declined to 70 to 75 cents here, and prices advanced in Cuba to 11 to 12 reals in March and April, caused by the falling off of importations, and the market being relieved of the surplus by consumption. Shippers who had stored their shooks in Cuba, came out with a profit, having managed the business with great shrewdness; also all shipments made from January 1st to the middle of May were profitable.

The amount of shooks exported from Portland during 1866 was 777,511, being a decrease in the quantity, as compared with 1865, of about 140,000.

	Shooks.
Total Shipments for 1866	777,511
„ „ 1865	915,667
„ „ 1864	904,759
„ „ 1863	882,753

In September, when orders came forward from Cuba, manufacturers held their shooks at 85 to 90 cents, the result of whichwas a transfer of orders generally to St. John's, New Brunswick. Some of the largest exporters were obliged to fill all their orders there.

The great home consumption and ready sale for pine lumber at high prices has taken a large proportion of the raw material, heretofore appropriated by the manufacturers for box shooks, consequently they were not much inclined to make any great concession in prices to shippers.

The market difference in prices at St. John and Portland for shooks has not been as great as in 1865.

Shooks here, with the great difference in freights, have been quite as

cheap as at St. John, but the low prices there last year has tended to divert the orders to that port, and the present prospect is that the exports will materially decline during the first quarter of the year.

Cooperage Trade.—The cooperage business has been active throughout most of the year, but has been greatly restricted for want of stock sufficient to meet the demands, especially for city manufactured hogshead shooks. The high prices of all kinds of labour and material having greatly diminished the supply. The prices obtained for city made shooks have averaged about 3 dollars, being higher than the average of previous years, but have not yielded as good profits to either the shippers or manufacturers. Country cooperage has been scarce, and the year closed with a barren market. Hoops have been universally dull throughout the season, ranging for the greater part of the time at about 40 dollars per 1,000 for country lots, and from 45 to 50 dollars for long shipping hoops.

Headings have been low and dull throughout the season, at about 28 to 30 cents per pair for hard, and 23 to 25 cents for soft pine.

The amount of shooks and heads shipped from Portland the past year was 240,298; also 146,164 staves, against 119,057 in 1865; and 199,043 in 1864, and 258,188 in 1863, and 245,000 in 1862. The staves were chiefly shipped to Europe by the steamers, while all the shooks and heads went to the Cuba market.

There were also shipped 2,383,925 hoops, and 9,369 bundles, hoops; 21,993 pairs headings, by which it appears the shipments for the past four years have been as follows :—

	1866.	1865.	1864.	1863.
Hoops .. .. .. No.	2,383,925	2,120,654	2,443,103	1,496,363
,, ... bundles	9,369	4,711	4,211	6,684
Headings .. .. .. pairs	21,993	22,350	..	8,513

There have been imported from the lower provinces the past year, 5 cord headings, 11,240 box shooks; against 5,107 pairs headings, and 20 cords rough ditto last year; and 17,200 pairs and 15 cords the year previous.

Included in the exports of the past year has been the usual average of double tre. rum puncheon and cart hogshead shooks, and some 52 sets truss hoops.

Canned Goods.—This business has changed in some of its aspects since the last year's report. Its importance as a regular business of fair extent is undiminished, but the Government and other packing having reference to consumption, as large armies and navies, is of course withdrawn.

The total business done has much fallen off from last reported, and is probably about as follows :—

	$
Vegetables and Pickles	225,000
Lobsters and other Fish	180,000
Meats, Soups, &c.	25,000
Total	430,000

Great improvements are continually being made in quality and manner of packing, and the goods are growing into great popular use and favour.

Dry Goods Trade.—The past year has been an eventful one in the history of the dry goods merchants of Portland. At the commencement of the year, their warehouses were splendidly stocked with goods of every description, business was good, but merchandize had a drooping tendency throughout the spring months, up to the 1st of July. From that time goods began to advance, promising a very fruitful year to the

merchants. On the afternoon of July 4th, the terrible conflagration commenced, which consumed the greater portion of the dry goods houses, casting a gloom over the city, which, for a short time, seemed almost impossible to overcome. Immediately after the fire, Boston jobbers sent their runners in great numbers through every town in the State, giving the impression to the country merchants that they would be unable to replenish their stocks in Portland for some months to come, and recommending Boston as the only place where merchandize could be procured in any quantity. But in this they were disappointed, for in two weeks from the time the fire occurred stores had been procured, stocks replenished, and there could be read upon the countenances of the business men, which has since been displayed by their energy in rebuilding, that the city must rise from its ashes in the quickest possible time; and what has been the result? Many of the stores have been rebuilt; the merchants of the State have come and given them their hearty support, the result of which has been that more dry goods have been sold in Portland since the fire by 25 per cent., than was ever sold in the same time previous to the fire, proving that when the city is rebuilt, and the merchants located in their new stores, it will be the great centre of trade in the east. The fluctuations in prices have been about in the ratio of gold, and the old adage, "As goes gold, so goes the merchandize," as a general thing, has applied to dry goods.

Drug and Dye Trade.—This class of goods has been in usual demand, and, as last year, there have been few movements prompted by the spirit of speculation. There have been some sharp changes in prices, however, induced by reports of short supplies and large sales for forward delivery. Alcohol has been sold at a figure but a trifle above the tax, on an average for the year. Early in the season the market value was about 4 dollars 50 cents; from this point it fell gradually to about 4 dollars 20 cents, when it again rallied to nearly its starting point in the month of October. Since then it has declined steadily, until sales in large lots have been reported at even less than the Government tax. The cause is evident—illicit stills. No settled price can be looked for until Congress shall have taken some action as to a change in the duty. The more common grocers' drugs, as sulphur, alum, &c., have changed but little from time to time. Bicarbonate of soda has had no long-continued price, and has changed perhaps as rapidly as any one article. An increased demand was reported in the fall, and the price ran up very rapidly. Large sales for forward delivery, at very high prices on both sides of the Atlantic, were reported, and an extreme was reached in October, since which it has steadily declined. Opium, morphine, rhubarb, &c., have followed somewhat the course of gold. Dye woods have been in usual demand, and prices have been quite steady through the year.

Fish Trade.—The fish trade returns for 1866 are not as large as for 1865. Mackerel is the only item that will show an equal return. By reason of very high prices for mackerel, the aggregate of trade is ahead of 1865.

The following are returns of the actual amount of all kinds of fish purchased in this market, the past as well as the previous year: —

	1865.	1866.
Dry Fish .. .. quintals	91,500	67,000
Mackerel .. .. barrels	39,000	38,000
Herrings .. .. .. „	18,900	12,400
„ .. .. .. boxes	75,000	54,500
Pickled Fish .. barrels	3,600	1,000
Bait (Clams and Porgies) „	..	2,200
Fish Oil .. .. .. „	1,700	1,720

Including the fresh fish business, the value of the above may be estimated at 1,800,000 dollars.

Mackerel and fish oils are the only items that hold good with returns of 1865. In view of uniform prices and steady demand throughout the season, the year's trade is viewed with more satisfaction than that of 1865.

The abrogation of the Reciprocity Treaty cut off nearly all of Portland fish trade with the Canadas, fully equal in value to 100,000 dollars annual business.

Western trade will hardly equal that of last year, and to insure constant continuance of good trade, the speedy carriage of goods so very perishable as fish, must be assured, and for which the tardy movement of the present transportation to western markets does not suffice. The long delay of goods on the road has been a great hindrance to any increase of trade with the west, and should more prompt and reliable dispatch not be provided, the trade will have to turn their attention to increased and more adequate facilities to meet the growing business of the great north-west with the eastern seaboard towns.

Flour Trade.—The flour market in the early part of the year was without any material change from the characterizing features noticed at the close of the last Annual Report. For the first three months, under only a moderate demand, prices ruled very regular, though there was rather a light supply, and as soon as navigation opened with a better demand, prices advanced 25 cents on the lower grades in April, and 25 cents again in May, a rapid advance of 50 cents; 1 dollar per barrel on higher grades followed the reports from western markets, that the stock of sound wheat was made lighter than had been expected, which occasioned an active speculative demand, and by the 1st June, low extras were held at 10 dollars 25 cents, and in July went even 25 cents higher, but rather fell off in September, until the prospects of getting forward stocks to the seaboard, in this and other Atlantic ports, began to fail, and the prospect of very short supplies had almost reached a certainty, when a permanent advance of 2 to 3 dollars was established and prevailed up to the close of the year. As a matter of reference, the lowest prices of extras in this market on the 1st of each month for the past five years is given below.

	1866.	1865.	1864.	1863.	1862.
	$	$	$	$	$
January	9·00	11·25	7·37	6·75	6·00
February	9·00	11·00	7·25	7·87	5·87
March	9·00	10 75	7·25	8·00	6·00
April	9·25	9·75	7·25	7·50	6·00
May	9·50	8·75	8·50	7·12	5·87
June	10·25	7·25	8·00	6·00	5·50
July	10·50	7·00	10·00	6·50	5·25
August	10·25	7·00	10·25	5·87	5·25
September	10·00	8·25	11·50	5·75	5·55
October	12·75	8·50	10·00	6·50	5·75
November	12·50	9·50	10·50	7·00	7 00
December	12·25	9·50	10·75	7·00	6·75

It is alleged that the flour trade of this market has suffered severely from the great delays experienced during the past season from the inadequate transportation furnished the Portland trade by the Grand Trunk Railway, by which large stocks were kept in store along the lines of the road, while dealers were suffering for stock to supply orders, and their capital locked up and unavailable, facts which have, no doubt, materially

restricted trade, and turned it away from this market, which was quite barren at the close of the year. It has been since fully replenished, not only by receipt of much that had been so long on the way from the west, but by heavy arrivals by vessels from southern ports. On the last day of the year, the stock in market was 65,631 barrels, against 52,770 barrels on the 1st January; 61,550 barrels in 1865, 78,763 in 1864, and 57,884 in 1862.

There have been exported to foreign ports the past year 116,582 barrels flour, chiefly from Canadian markets.

From sixty wholesale dealers in 1865 the number has been narrowed down to 48 this year, from the fact that several grocers who formerly made up their stocks by a portion of flour, have abandoned that branch to regular dealers, while, on the other hand, some other dealers have discarded the grocery business and gone more exclusively into the flour trade, which would appear to be a more legitimate business.

The only flouring mill in Portland was destroyed by the fire in July last.

Grain Trade.—Corn is the important branch of the grain business in this market, or has been since the close of the war, during which oats were the leading feature, while the Forage Department maintained their agency here. At the commencement of the year, the stock of corn in this market was 118,100 bushels, when prices were ranging at 1 dollar 10 cents to 1 dollar 12 cents per bushel for western mixed, and gradually declined to about 1 dollar at the close of January, and by the 1st March was quoted at 95 cents, reaching down to 85 to 87 cents in April, after which a gradual advance ensued, and recovered to 1 dollar 8 cents during June, when it again fell off, but in September commenced to recover strength, and about the 20th October the speculative and export demand in New York started a rapid advance, when mixed corn went from 1 dollar 8 cents to 1 dollar 25 cents within a week, and a week later had advanced to 1 dollar 40 cents to 1 dollar 45 cents. A reaction, however, set in early in November, and prices continued to decline, and at the close of the year the market was quite steady at 1 dollar 22 cents to 1 dollar 25 cents, with an unusually light stock in this market on the 1st January, amounting to only 31,400 bushels, against 118,100 bushels last year, 46,140 bushels the year previous, and 140,572 bushels in 1862.

In connection with the corn business of this market it may be mentioned that quite large stocks were handled by Portland merchants in other markets, chiefly for speculation. There were exported from this port the past year, 34,100 bushels corn, and about 1,000 barrels of meal.

The average daily consumptive demand for corn in this market throughout the year is probably not less than 2,000 bushels.

In other grain there were exported in the year, 219,383 bushels oats, 5,210 barrels oatmeal, 16,912 bushels wheat, 18,511 bushels barley, 500 barrels rye meal, and 500 tons shorts. Oats have been in steady moderate demand throughout the year, and prices ruled quite regular at an average price of about 75 cents. The transactions in barley were unimportant. Wheat has been an unimportant article of trade since the destruction of the steam flouring mills.

Lumber Trade.—The lumber trade of Portland during the past year has been an exception to any previous year, rendered so from the extensive conflagration that devastated so large a portion of the city early in the summer, immediately following which vast quantities of all kinds of lumber and building materials were turned to this market, both by sea and land, to meet the enormous demand for the immediate local wants. Notwithstanding these great local demands and also for shipping the supply was so ample as to maintain prices for most of the time at little, if any,

advance over the prices previously current. Indeed sixty days after the fire, spruce boards and other than dimension lumber were rather a drag in the market, even at less prices than had prevailed previous to the fire.

The lumbering trade, when viewed from all points has realized a very profitable season the past year, being a favourable season for the manufacture of lumber by the regularity of the streams: unusually large stocks have been thrust upon this and other markets.

The shipments to foreign ports the past year have been 8,658,342 feet lumber, 2,503,298 feet deals, 33,542 feet deal ends, 21,008 feet oak plank, 47,225 feet palings, 188,398 feet rails, 874,696 feet scantling; making in the aggregate 12,326,509 feet long lumber, without including 105,238 feet timber, 1,689,259 shingles, 2,000 clapboards and 625 ship knees.

There were imported from the lower provinces 3,953,424 feet lumber, 44,352 feet plank, 20,975 feet pickets, 84,405 feet scantling, 167,750 shingles, 2,419 feet sash stuff.

In addition to the large quantities that find their way to this market over the Grand Trunk Railway and from various parts of this State and the lower provinces, the southern pine lumber trade has formed an important item. Heavy consignments have arrived during the latter part of the season, and as stocks have accumulated, prices have declined from 45 to 50 dollars per M. to 35 to 38 dollars for cargo lots, and at the close of the year the market was glutted with hard pine flooring boards and timber.

Molasses Trade.—Many of the influences that tended to restrict the molasses trade of Portland last year extended into the year under review. The uncertainty of the gold premium has not been the least. The market opened in the spring with a good demand, and stocks came forward freely, but early in the summer the market became dull and depressed, and importations fell off, yet leaving quite a large stock on the market after the destruction of the Sugar House by fire in July, by which the usual large demand from this source, but the rapid advance in corn and the light stocks of molasses in other markets created at once a brisk demand for distilling purposes, and the surplus here soon found a ready market elsewhere at remunerative prices, and stocks were reduced to a light supply yet sufficient for the moderate demand that has since existed, and prices have ranged quite steady up to close of the year at about 50 cents for sweet clayed; and at the close of the year we find the entire stock in the hand of importers and jobbers to be only 2,192 hhds., 131 tierces., and 89 barrels, of which receivers held but little over 800 hhds., while last year at the same time the stock was 3,556 hhds., 215 tierces, and 37 barrels in the hands of both jobbers and receivers.

The aggregate importations of molasses the past year were 43,983 hhds., 4,676 tierces, and 3,017 barrels.

The importations for the previous five years were as follows:

	Hhds.	Tierces.	Barrels.
1865	35,907	4,005	1,037
1864	30,462	3,938	1,535
1863	42,000	4,590	1,753
1862	38,774	4,539	1,574
1861	39,370	4,298	2,314

The amount of molasses imported and gauged at the Custom-house during the year 1866, and the four previous years, was as follows:

	Gallons.
1866..	6,492,993
1865..	4,879,715
1864..	3,914,364
1863..	6,276,607
1862..	5,824,042

By which it appears the amount guaged the past year is in excess of 1,613,248 gallons over that of the previous year.

Oil Trade.—The demand for oils of all kinds has been good throughout the year, and prices have changed rapidly and often with wide range. Linseed has followed its usual erratic course, having reached a higher figure than at any time last year, and has maintained higher prices longer, and not fallen to so low a point as in 1865. The western yield has been light, and chief reliance has been on imported seed and oil. In January the price ruled 1 dollar 40 cents to 1 dollar 45 cents. The lowest point reached was in April, when for a day or two sales were made as low as 1 dollar 22½ cents, when the demand was greatest. The highest price attained was in September, when it sold as high as 1 dollar 90 cents. Through the months of July and August, when there was the least demand, it maintained prices varying from 1 dollar 95 cents to 1 dollar 80 cents.

Lard oils have been comparatively high, but still considerably under prices of last autumn. The decline in lard affected at once its products, and extra oils are selling at from 60 to 70 cents less per gallon than last year at the same period.

Whale oil has been steady through the year, and its changes comparatively unimportant. The difference between its highest and lowest points would hardly reach 20 cents. The demand for it is limited.

Sperm oil of good quality has been scarce, and very high prices have prevailed.

Castor oil has declined of late, and is now selling at a less figure than at any previous season during the year.

The Porgy fisheries of the State have become an important branch of business, and the amount of capital invested and the quantity of oil produced, is very great. The demand for it for manufacturing purposes has increased within the last few years, while for painting purposes it meets with increasing favour, and its sale as a substitute for linseed increases annually.

Kerosene has fluctuated with other oils. It has sold lower this year than last, and has not attained, at any one time, the extreme price of last year. As the demand fell off in the spring, the price was reduced. In midsummer it advanced in prospect of increased demand for fall trade, and sales were made at, for forward delivery, some 2½ cents in advance of price asked at any one time for immediate delivery. Expectations were hardly realized, for since November the general tendency has been downward.

Paint and Colour Trade.—The spring trade opened earlier and continued further into the summer than usual. Owing to the fire the local demand has been good, and will probably be greater as the spring opens, as many who have started new buildings defer painting till warmer weather. The changes in prices have been comparatively unimportant, and lead has ruled about as steady as any article in the market. The closing prices of last year continued till the early part of May, when a slight advance took place, followed by still another in the latter part of the same month. These prices continued till the 1st of October, when a slight reduction took place, and early in December it experienced a still further decline, the demand being light.

Zinc has at times been difficult to obtain, and an advance followed as

the consequence. Colours have maintained the prices of last year, with some few exceptions, and the demand for fine choice colours has increased over that of last year. Some have declined with the fall of gold, while some, of domestic production, have varied but little. Owing to a temporary scarcity, vermillions ran up in July and August, but the supply being soon equal to demand, they again fell off. Whiting has sold without any change of consequence, through the year, and the variation in the more common paints are hardly worthy a note, excepting perhaps English Venetian red, which has at times been very scarce, and high prices demanded.

Produce Trade.—The business in produce of all kinds has been very active throughout the year, and has paid good profits to the farmer, as well as the trader, as about the same prices are now obtained for most kinds, as when gold was at a premium of 250, while the yield from the crops was never more abundant.

The demand for hay has greatly fallen off since the war closed, yet prices ranged at about 25 dollars per ton.

The exports of produce the past year have been, 1,881 barrels apples, 143 barrels beans, 831,884 lbs. butter, 1,582 barrels beef, 136 tierces ditto, 213,769 lbs. ditto, 13,200 lbs. bacon, 3,336,136 lbs. cut meats, 128.427 lbs. cheese, 34,100 bushels corn, 10,346 heads cabbages, 3,690 bushels grass seeds, 217,383 bushels oats, 5,210 barrels oatmeal, 26,938 bushels peas, 251 barrels onions, 9,332 barrels potatoes.

Pork and Lard Trade.—The pork market the past year has been characterized by the most erratic and violent fluctuations, having been an article of considerable speculation. The market has been very unsteady throughout the year, and regular dealers have been very reluctant to operate, and transactions were necessarily very limited.

At the commencement of the year, prices opened at 36 to 40 dollars per barrel for extra clear pork, and in March declined to 35 to 36 dollars, and on the 1st April had declined to 33 to 34 dollars, but commenced gradually to advance in May, and by the 1st June had recovered the starting point, and reached up to about 50 dollars in August; in September it was quoted at 38 to 41 dollars, and by the middle of November commenced to decline rapidly, and by the 1st December had sunk to 30 to 32 dollars, at which price it ruled dull to the close of the year, though with light stocks of both fresh and salted in the market. Lard has been an article of considerable speculation since it commenced to follow the rapid decline of pork. The prevailing prices for the year have been about 19 to 20 cents, but in November and December declined to 13½ to 14 cents. The exports of lard from this port the past year was 629,000 lbs.

Sugar Trade.—The trade in box and hogshead sugars the past year has been much lighter than it was last season, yet considerably in excess of the two previous years. The actual importations for the market the year past have doubtlessly been fully equal to any previous season since 1862, as the importations of 1865 were largely for Canadian markets.

The importations at Portland for the past five years have been as follows:—

	Hhds.	Boxes.	Tierces.	Barrels.
1866	8,496	7,408	276	1,988
1865	10,089	7,564	471	233
1864	7,230	3,508	196	567
1863	7,355	12,613	333	..
1862	9,031	5,654	460	..

The stock of sugars other than refined in the hands of both grocers and importers at the close of the year was 144 hogsheads, 109 barrels, and 1,020 boxes, against 87 hogsheads, 206 barrels, and 730 boxes last year.

The principal trade of this market is in refined sugars, yet the margin allowed for profits is very small, seldom exceeding $\frac{1}{2}$ to $\frac{3}{4}$ of a cent per lb.

Salt Trade.—There have been no special features worthy of particular mention in the salt trade. The demand has not, however, been as heavy as it was last year for coarse salt, as the catch of fish has been so much lighter; but prices have ruled very steady and regular at about 4 dollars 25 cents to 4 dollars 50 cents per hogshead for Liverpool and Turk's Island.

The importations the past year at this port were 647 tons, 13,500 barrels, and 73,987 bushels, against 2,655 tons, 653 hogsheads, 12,029 barrels, and 49,195 bushels in 1865.

The manufacture of salt is carried on to quite an extent. Portland ground salt, from its superiority, continues to command the highest price with the merchants throughout the State.

Tea and Coffee Trade.—Tea, unlike the two or three previous years, have ruled with remarkable steadiness and regularity throughout the year in this market, the variations being no greater than in any ordinary season.

Japan teas have been growing steadily in favour in this market the past year, and the sales of this kind of tea have been much larger than ever before.

The demand for green coffee is now narrowed down to a very limited trade. The demand for unadulterated ground has steadily increased with the decline in prices, which has been slow up to this time. The direct importation of coffee in this market is unimportant, amounting to only 107 bags for the year, and less than 100 chests of tea.

The Reciprocity Trade.

The Board of Trade of Portland, fully sensible of the importance of an amicable Reciprocity Treaty between the United States and British Colonies as affecting the interests of the trade of the city and State of Maine, early in the year took a deep interest in the question then before Congress of the abrogation of the Treaty of 1854, and used every effort to bring the matter before Congress in all its various bearings, as to the vital importance to the United States of an amicable Treaty between the two countries, and early in February the subject was brought before the meeting by Vice-President Shurtleff, who earnestly urged the immediate action of the Board, when the Secretary offered the following preamble and resolution, which were unanimously adopted:—

"Whereas, That since the mutual national agreement between the British Colonies and the United States, signed on the 5th June, 1854, and since known as the Reciprocity Treaty, a special arrangement forced upon both countries by a long frontier, and by constant difficulties, extending back for a period of more than 45 years, growing out of the impossibility of drawing accurate lines that should define the three marine miles that American fishermen were allowed to fish outside of the headlands. According to the Treaty of 1818, these difficulties were amicably adjusted by the said Treaty, and our cod and mackerel fisheries have flourished and expanded to an extent unexampled in its former history, increasing the number of our vessels engaged in the business from 250 to 600 vessels, and the value of the business from 750,000 dollars to rising 4,500,000 dollars; and,

"Whereas, The present high cost of lumber is such as to already restrict to a greater extent the building of tenement houses and other buildings

required to meet the rapidly increasing population of our city and State, that in the event of any action of Congress, by which the immense quantities of lumber that are now allowed to flow into our markets from Canada and the British provinces, all along our extended borders, under the Reciprocity Treaty, should be prohibited or restricted by taxation would necessarily tend to increase the prices not only of lumber but enhance the prices of rents of both dwelling and storehouses to an extent that would be a serious impediment to the prosperity of the city and States; and,

"Whereas, The chief commercial metropolis of Maine is the natural entrepôt of the Canadas for six months of the year, through which a large amount of dutiable merchandize is imported annually, and from which an incalculable amount of revenue is derived to the railroads and steamboats throughout the States; and,

"Whereas, One of the principal avenues connecting the interior commerce of the Lake Cities, and the producing territories of the great West as well as the Atlantic seaboard passes through British territory; That in order to secure the continued prosperity of the great West as well as the Atlantic ports, and such enlargement and improvement of the Canadian canals and interior waters as may from time to time be required to give expeditious and ample transit to the agricultural, mineral and other products of the West that already crowd every outlet to the markets of the world; and,

"Whereas, The Reciprocity Treaty has not only settled amicably the embarrassments growing out of the last boundary question but dissolved the long and bitter contention growing out of the rights to the fisheries, and has cultivated friendly and unrestricted commercial intercourse between the United States and British North American Provinces; therefore,

"Resolved—That it is the opinion of this Board that it utters the prevailing sentiments of not only this city but the State of Maine generally, in declaring that a liberal Reciprocity Treaty, based upon just and amicable principles to the British American Provinces and the United States, is demanded by every consideration where wise statesmanship is suffered to prevail over personal prejudices or private aggrandizement."

It was also voted that the Secretary forward copies to Senator Tessenden and Representative Lynch.

British Trade.

At the port of Portland the entries and clearances of British vessels have been as follows:—

Entered.

Steamers.	Ships.	Brigs.	Schooner.	Tonnage.	Crews.	Value of Cargoes.
						£
31	26	106	257	94,908	4,914	2,622,559
Cleared.						
30	27	105	257	94,001	4,839	561,771

With cargoes of general merchandize, 34; sugar and molasses, 52; fish and oil, 15; salt, 5; lumber, 67; coal, 86; plaster, 62; miscellaneous and mixed, 47; cordwood, 12; ballast, 40; making a total of 420; taking general merchandize, 165; flour, 50; lumber and deals, 8; ballast, 196; making a total of 419.

The following Table will show the movement of British trade for the past five years:—

	Entered			Cleared.		
	Vessels.	Tonnage.	Value of Cargoes.	Vessels.	Tonnage.	Value of Cargoes.
			£			£
1862	364	79,005	1,686,238	360	77,049	693,488
1863	341	82,003	2,807,575	345	86,055	894,603
1864	343	86,374	2,657,963	344	87,475	532,305
1865	359	77,189	1,899,559	365	81,000	641,701
1866	420	94,908	2,622,559	419	94,001	561,771

British and Foreign Trade.

The total amount of British and Foreign trade at this port of Portland during the year 1866 will be found in the following Table:—

Nationality.	Entered.			
	Vessels.	Tonnage.	Crews.	Value of Cargoes.
				£
British	420	94,908	4,914	2,622,559
United States of America	164	46,571	1,357	146,686
Swedish	2	889	27	..
Italian	1	406	16	..
Norwegian	2	825	23	..
Argentine Republic	3	1,200	32	..
Total	592	144,799	6,369	2,769,245
	Cleared.			
British	419	94,001	4,838	561,771
United States of America	282	85,037	2,520	338,485
Swedish	2	889	27	6,250
Italian	1	406	16	2,400
Norwegian	2	825	23	4,885
Argentine Republic	3	1,200	32	3,782
Total	709	182,358	7,456	917,573

The total amount of British and Foreign trade at this port of Portland during the past years, inclusive, has been as follows:—

	Entered.			Cleared.		
	Vessels.	Tonnage.	Value of Cargoes.	Vessels.	Tonnage.	Value of Cargoes.
			£			£
1862	632	149,690	1,878,920	759	179,959	1,003,138
1863	552	133,577	3,009,045	655	190,593	1,209,883
1864	514	133,572	2,801,799	678	182,417	906,190
1865	482	110,603	2,039,598	624	154,857	831,007
1866	592	144,799	2,769,245	709	182,358	917,573

The following is a statement of British and Foreign trade at the principal ports within this Consular district of Maine and New Hampshire during 1866 :—

EASTPORT.

Nationality.	Entered.			
	Vessels.	Tonnage.	Crews.	Value of Cargoes.
				£
British	83	9,787	407	9,384
American	143	121,291	2,980	69,876
Total	226	131,078	3,387	79,260
	Cleared.			
British	84	9,858	411	3,570
American	180	124,632	3,098	40,923
Total	264	134,490	3,509	44,493

PORTSMOUTH.

Nationality.	Entered.			
	Vessels.	Tonnage.	Crews.	Value of Cargoes.
				£
British	39	4,968	250	2,911
American	1	238	9	940
Total	40	5,206	259	3,851
	Cleared.			
British	40	5,089	256	410
American	9	3,041	84	..
Total	49	8,130	340	410

BATH.

Nationality.	Entered.			
	Vessels.	Tonnage.	Crews.	Value of Cargoes.
				£
British	22	1,803	120	673
American	6	2,153	59	5,250
Total	28	3,956	179	5,923
	Cleared.			
British	22	1,803	120	646
American	16	4,859	128	5,590
Total	38	6,862	248	6,236

Portland, June 15, 1867.

EGYPT.

SUEZ.

Report of Mr. Consul West on the Trade of Suez, for 1866.

The trade of Suez is on a most limited scale, and is almost exclusively confined to the supply of the daily wants of the inhabitants; the imports from the Red Sea or from India (*vide* the annexed Reports), are all on account of the Cairo merchants, and the goods are received here by native wakeels or agents, simply as forwarding agents. The duty is paid on them, and they are transmitted not unfrequently on camels, notwithstanding the line of railway between Cairo and Suez; there are several reasons for this.

First, the railway rates are so high as to make but little, if any, difference in the charge.

Secondly, the natives avoid coming into contact with Government officials, whether European or native.

Thirdly, much trouble is saved, inasmuch as the camels take the goods from door to door, and hence porterage and cartage are avoided.

And fourthly, time is but of little object, and the saving of it, if any by rail, is questionable, owing to the delays in forwarding and obtaining delivery of the goods.

The import trade from the Red Sea, as also some of that from India, is carried on with Jeddah, where goods from India are deposited by the vessels trading to the Indian ports.

From Jeddah such goods as coffee, frankincense, gums, hides, mother of pearl, henna, senna, &c., are imported; but vessels bring little or no produce to Suez direct from any other port in the Red Sea.

A periodical pearl fishery takes place in the Gulf of Akaba; but by all accounts the produce consists more in the mother pearl shell than in the quantity or value of the pearls themselves; the shells also find their way to Suez *viâ* Jeddah.

The trade of the Red Sea, formerly carried on in small native craft, is now, as regards Suez, almost entirely in the hands of the Azizieh Misrié Company, an enterprise in which the Viceroy is the chief shareholder, and which appears to have been got up more with the view of impressing Europe with an idea of the wealth and commercial prosperity of the country, than with an object of strictly commercial success. This company has many steamers in the Mediterranean as well as a fleet of nine steamers in the Red Sea, of from about 150 to 300 horse-power; these vessels trade chiefly with Jeddah, but call occasionally at different ports in the northern part of the Red Sea, say Souakin and Cosseir on the west coast, and Yembo on the eastern coast; they have occasionally ventured as far south as Hodeida, but never leave the Red Sea for trading purposes. From Souakin in the years 1865 and 1866 they brought up a large quantity of horned cattle, but as the speculation, to be so called, was exclusively in the hands of the Viceroy, no record of the numbers of them was taken in the Custom-house; the mortality among these cattle was very great, and as no pains were taken to remove the carcases, which were merely thrown into the water, the beach to the north and south of Suez was strewed with them, and the air was impregnated with the stench for many days after each successive arrival; but as the evil was the result of the private trade of the Viceroy, all representation to the Governor was useless, either to remove or alleviate the nuisance, and the landing of the cattle in the most frequented part of the town was unremittingly persisted in.

The Viceroy, besides the steamers belonging to the Azizieh Mastieh Company, has ten Government vessels lying in the Red Sea. The Flag Ship is a frigate carrying 26 guns, besides which he has four gunboats, three dispatch-boats, and two transport vessels.

The chief part of the local trade with India is carried on through the English and French Steam Navigation Company navigating the Red Sea; in this respect, however, indigo from Madras, and shawls from Bombay, form the staple.

The most lucrative part of the shipping trade consists in the periodical conveyance to and from Jeddah or Yembo of the pilgrims proceeding to Mecca and Medina for the festivities of the Korban Baïram, and at times these have been so numerous as to induce other vessels to come into the Red Sea for the purpose of assisting in this carrying trade, their interference being looked upon with a very jealous eye by the Government officials, who throw every impediment in their way, and use every means in their power to prevent the pilgrims from taking passage by these interlopers; as, however, there is precedent in other parts of the Ottoman dominions of foreign vessels carrying on the coasting trade, no open protestation has ever been made against these vessels, several of which, after having conveyed a ship load of pilgrims from Bombay or Singapore to Jeddah, come on to Suez and take pilgrims for the Hedjaz, returning again from Jeddah to India with the pilgrims which they brought there at the beginning of the season; these vessels also carry cargo, but as they are not regular traders, shippers sending goods by them are made to pay for doing so, when they again become solely dependent on those of the Azizieh Company. I need hardly say that so many vessels of this class, whether steamers or sailing vessels, have almost entirely driven the native coasting craft from the Suez waters, and the coasting vessels belonging to the place are now lying about on the sand banks neglected and useless, an eyesore and a nuisance, being an impediment to the navigation of the lighters and steam tenders running between Suez and the roads, of which latter there are eight at the present moment, exclusive of those belonging to the work in connection with the IsthmusCanal.

The dry dock lately built by French engineers, at the expense of the Viceroy, is a very fine one, 420 feet long, and 80 feet wide at the water lines. It is quite staunch and strong, and capable of receiving, at spring tides, the largest and heaviest vessels, drawing 23 feet water. Extensive quays are now being made, the first completed portion of which will, it is intended, be ready by the arrival of Her Majesty's transports in the Red Sea.

Referring to the reports, these are not very satisfactory, owing to the very great difficulty of ascertaining the actual trade of such a place as Suez, where the records kept are so vague and incomplete. On the Custom-house records mention is only made of packages, these averaging about 150 lbs. or 200 lbs. each, as they have from time out of mind been made of a convenient size for loading on camel-back, these animals carrying two packages, or four if under the average size or weight.

Within the last year or two corn has been sent in large quantities to the Hedjaz by way of Suez, by the Viceroy; but in order to maintain the price of such produce at Jeddah, the Azizieh steamers were not allowed to receive it from private speculators, and indeed the export of it was prohibited. The prohibition was said to be the result of a fatherly care for the necessities of the country, where corn was almost at famine prices, owing to the immense tracts of land which have been turned into cotton plantations; but the Viceroy must nevertheless have found it profitable to send his own corn to Jeddah, in which act he was however borne out by the fact that the Hedjaz is also a part of the Ottoman

dominions, and had always been more or less dependent upon Egypt for its supply of the staple of life.

That the Viceroy's schemes for improvement have reached Suez is undeniable, but what is the most to be regretted in the country is that no encouragement is given to private enterprise, and consequently the advantages that might be derived from a careful adaptation of the existing means of improvement are entirely lost sight of, while the Government is entertaining every grand scheme for improvement, adopting always that which is on the grandest and most expensive scale, and never carrying anything on to success; and Egypt is gradually becoming a ruined heap of unfinished attempts at great achievements never to be realized.

The French are, however, making great progress at Suez. A great many of them hold land which has been granted to them on condition that they will build houses thereon. A few of them have done so, and others have merely marked out the ground with a ditch or a railing, so as to establish their claim to it in the event of its becoming valuable hereafter, whether they have gone to the expense of building on it or not. They will doubtless, in this respect, have the support of their Consulate, it being evidently the desire of the French Government that French subjects should hold as much land as possible in and about the place, Suez being the principal port of repairs in the East for the vessels of the Messageries Impériales. That Company has a very numerous staff of employés and artisans of all sorts; the crews of their vessels are, with the exception of the firemen, almost exclusively French; and as there are generally three or four of them in port repairing machinery, changing their boilers, &c., this causes a great increase to the French colony. Besides which there are the dock and reclamation employés, and those of the Isthmus Canal, nearly all of whom are French, so that the place is assuming daily more and more the appearance of a French colony.

The climate of Suez is healthy. The heat, although at times very oppressive in summer, is less trying than in India, probably owing to the dryness of the air. The total absence of vegetation renders the place very objectionable as a residence; and notwithstanding that the supply of fresh water has become abundant, since the cutting of the Sweet Waters Canal, as it is termed, the substrata of the soil contain such large quantities of common salt, that to produce vegetation in any quantity would be attended with too much expense for it to be attempted for many years to come.

Suez, July 8, 1867.

FRANCE.

MORLAIX.

Report by Mr. Acting-Consul Casagné on the Trade and Commerce of Morlaix for the Year 1866.

Shipping and Navigation.

Arrivals at Morlaix in 1866.

Nationality.	Number of Vessels.	Tonnage.	Trade.	Nature of Cargo.	Remarks.
French	53	5,695	Direct with other Countries	Coals, Kaolin, Bricks, Timber, &c.	The articles of exportation consist in Potatoes, Grain (principally Oats and Barley), Salt Pork, and Butter.
Ditto	372	26.087	Coasting	Brandies, Wines, French Produce and Manufactures, Produce, Groceries, &c.	
English	20	3,375	Direct	Coals, China, Clay, Bricks	
Other Foreign Nations	12	1,920	Ditto	Timber, Flax Seed, &c.	
Total ...	457	37,077			

The corresponding numbers in 1865 were—

Nationality.	Number of Vessels.	Tonnage.	Trade.	Nature of Cargo.	Remarks.
French	51	5,500	Direct with other Countries.	Timber, Coals, &c.	Same as for 1866.
Ditto	460	31,212	Coasting	Wines, Brandies, French Produce and Manufactures, Groceries, Colonial Produce.	
English	37	4,703	Direct	Coals, China, Clay, Bricks, &c.	
Other Foreign Nations	18	1,921	Ditto.	Timber, Flax Seed, &c.	
Total ...	566	43,336			

The cargoes by English ships were—

Imports.

	Coals.	China Clay.	Bricks.
1866	17	1	1
1865	22	2	3

Exports.

	Cattle.	Bones.	Vegetables.	Salt Pork.	Barley and Rye.	Oats.	Flour.
1866 ..	..	..	..	1	2	..	..
1865 ..	9	1	1	1	2	1	1

The cargoes imported in 1865 were the following:—

	Tons.
By English Vessels—	
Coals	3,500
China Clay	245
Bricks	370
Machineries, Pig-iron, and Cement	120
By Prussian Vessels—	
Linseed	160
Oak Timber	230
By Norwegian and Russian Vessels—	
Pine Timber	1,700
By 460 French Coasters—	
Sundries	31,212
By 51 French Vessels—	
Coals, Timber, Flax, &c.	5,500

The corresponding numbers for importation in 1866 were the following:—

By English Vessels—	
Coals	3,000
China Clay	110
Bricks	70
By Prussian Vessels—	
Linseed	160
Oak Timber	160
By Norwegian and Russian Vessels—	
Pine Timber	1,600
By 372 French Coasters—	
Sundries	26,087
By 53 French Vessels—	
Coals, China Clay, Timber, Flax, &c.	5,695

Exportation for England in 1865 was—

	Tons.
By English vessels—	
Oxen	240
Pigs	62
Oats 254 / Barley 6	260
Hemp Seed	50
Salt Pork	80
Flour	120
Potatoes	500
Bones	300
Salt Butter	60

N.B.—It was exported for Norway by Norwegian vessels about 65,000 kilos. of hay.

Exportation for England in 1866 was—

	Tons.
By English vessels, and French—	
Barley	95
Rye	40
Salt Pork	234
Potatoes	400
Grains (Oats, Wheat, Barley, &c.)	605
Bones	200
Salt Butter	75

N.B.—Neither cattle nor pigs were this year exported from Morlaix, they were sent to Perros and Portueux, and shipped there on board of English vessels for England.

The number of vessels attached to the port of Morlaix was, on the 31st December, 1866, as follows:—

			Tons.
84	vessels under 10 tons, measuring altogether	.. ..	439
8	,, from 10 to 20 tons ,, ,,	.. ..	103
8	,, ,, 30 to 60 ,, ,,	.. ..	389
2	,, ,, 60 to 100 ,, ,,	.. ..	176
1	,, measuring	.. ..	179
103	,, ,, altogether ..	.. ..	1,286

The port charges for French or English vessels at Morlaix vary from 2 francs 20 cents. to 2 francs 25 cents. (1*s.* 9½*d.* to 1*s.* 10*d.*). Vessels over 80 tons register are compelled to take a pilot to go up or down the river. The cost of pilotage is 42 cents. (about 5*d.*) per register ton, from sea to the town.

From the fort (*redout*) called "Le Taureau," which lies at the entrance of the river of Morlaix, to the floating dock of the town, the distance is between 15 and 16 kilomètres (about 12 miles). Inside of Le Taureau there is a good and safe anchorage for men-of-war (two and three deckers). In the river there are neither rocks nor dangerous parts; the ground is muddy. The vessels are anchored before the town in a floating dock.

In the Syzygies, during the high waters, there is on the apron (*plate forme*) of the floating dock an average of 5 to 5½ mètres of water (about 15 feet 4 inches English).

Coasting Trade.

The imports for the town of Morlaix and its suburbs consist in wines, brandies, and alcohols; manufactured goods, salt, groceries, chemical and colonial products, staves, guano, coals, bricks, timber, linseed, soap, &c.

The products exported are cattle, pigs, salt pork, butter, honey, beeswax, linseed, hempseed, clover-seed; grain, such as wheat, barley, oats, buckwheat (rye is generally consumed in the country); vegetables, hemp cloth, furs, linen, flax and hemp thread.

The quantities above-mentioned give an average number of the shipping trade; but in 1866 the exports and imports by sea have fallen off much in consequence of the opening of the railroad, which takes now most of the cattle, vegetables, butter, and grain to Havre, whence they are exported to England, Brazil, and French West Indies.

The exportation from Morlaix to inland, is, yearly and in average, for butter, over 4,000 tons; for potatoes, over 3,000 tons.

The prices for salt pork having been very high during the years 1865 and 1866, the exports were in consequence very unimportant.

The quantities of oats exported inland are yearly of many thousands of tons; but in the years 1865 and 1866, on account of the high prices in Paris, and, on the other hand, of low prices in the south of France (especially in Bordeaux and Bayonne, which towns were supplied by railroad with Spanish oats), they were all sent to Paris by railroad.

Agriculture.

The agricultural produce of Morlaix and its neighbourhood consists of wheat, barley, oats, rye, potatoes, flax, hemp, rape-seed, linseed, cattle, pigs, and horses.

The produce in wheat ranges from 22 to 28 bushels an acre. Barley, oats, and potatoes are largely cultivated. The culture of rape-seed begins to increase.

AVERAGE Prices of Cereals in Morlaix during the past Quarter ending the 31st December, 1866.

Grain.	Price per Hectolitre equal to 2¾ Imperial Bushels.		Price per Imperial Quarter, in English Money.		Remarks.
	frs. cts.		£ s. d.		
Wheat	24 00		2 15 10		The rates of freight to England varying from 8*s.* to 12*s.*, according to Port in England.
Barley	12 30		1 8 7		
Oats	9 40		1 1 10		
Flour	47 50	per 100 kilos.	0 19 0	per cwt.	
Potatoes	9 00	„	0 3 7	„	

The roots most cultivated for cattle and horses are parsnips, beet-roots, turnips, and turnip cabbages.

Much flax is grown, and little hemp. The crop of hay is most important.

The oxen are generally small, from 5 to 9 cwt. The good ones, which are those bought for England, are generally sold for 300 francs each (12*l.*). Those slaughtered for town consumption seldom exceed 4 or 5 cwt.

Pigs are reared in great number, both for exportation and home consumption. The breed is much improved in consequence of importation from England. Their prices vary according to their weight, and can be ranged, for good quality (that exported to England), from 120 to 150 francs (4*l.* 16*s.* to 6*l.*) per head.

The sheep are not abundant, mostly small, and barely sufficient for the supply of the inhabitants.

A large quantity of butter is made in Morlaix or suburbs, and many thousands of firkins of salt butter are exported from the town.

A large quantity of pickled pork is exported from Morlaix, which is well prepared and in good preservation.

The department of Finistère is one of the most important in France for breeding of horses, and Morlaix is one of the towns of the department where great numbers are bred. Formerly a cavalry officer was stationed at Morlaix, and purchased horses for the Government service; but now he resides at Guimgamp, a town of the department of Côtes du Verd, from whence he goes periodically through the country.

The prices for horses are very variable; and though only young horses or colts are generally bought, their prices vary from 300 to 400 francs (12*l.* to 16*l.*) per head. They commonly are small and draught horses, of good quality, and difficult to be fatigued. Great numbers are directed towards the north of France, for the departments of Normandy, and to the neighbourhood of Nantes, in the department of Loire Inférieure.

Near neighbour to Morlaix lies Roscoff, a small town where vegetables are cultivated on a very large scale for the markets of Paris and some other towns. Cargoes of onions and potatoes are yearly exported thence for England, by French and English vessels.

The lead mines of Poullaouen and Huelgoat, within a mile of each other, and at about 15 to 18 miles from Morlaix, are entirely given up.

There is at Morlaix a Government tobacco manufactory, where about 200 or 300 men are employed, and about 1,000 women (their number must be soon increased to 1,200), the latter employed in making cigars. Steam-engines are employed in the manufactory.

In the town itself there is a marbled paper manufactory, and in the neighbourhood several writing and printing paper mills.

At one mile and a half from the town is a flax spinning and weaving manufactory, and one of fine pencils, of a pretty large importance.

The population of Morlaix is 14,000 inhabitants.

Brest, August 22, 1867.

TONNAY-CHARENTE.

Report by Consul the Hon. H. P. Vereker, LL.D., on the Trade of the Port of Tonnay-Charente for the Year 1866.

As anticipated in a previous Report, the trade of Tonnay-Charente, in the year 1866, has exceeded that of any former year; and the increase in the exports has been so great as nearly to double those of the year 1865, and to display this trade as one of a very important character.

Shipping and Navigation.

The foreign trade, during 1866, has been conducted by the following vessels:—

Nationality.	Number of Vessels.	Tonnage.	Number of Crews.	Values of Cargoes.
	Entered.			
				£
British	119	38,462	1,949	40,653
French	12	1,975	133	700
Russian	1	280	11	127
Swedish	3	747	30	708
United States ..	1	418	12	60
Total	136	41,882	2,135	42,248
	Cleared.			
British	119	38,297	1,945	2,008,727
French	22	4,134	330	176,252
Russian	1	280	11	500
Swedish	4	1,032	43	1,729
United States ..	1	418	12	385
Total	147	44,161	2,341	2,187,593

Of the British vessels, the large number of 29 came in ballast: 8 of these after bringing cargo to other French ports, 1 from Portugal, and the remaining 20 from the United Kingdom direct. The latter were mostly screw steamers. The unusual course of their arriving in ballast, instead of carrying coal cargoes, was due to the requirements of the brandy trade, which rendered it advisable that outward cargoes should be shipped as quickly as possible; and the freights for coals were found not to compensate for the delay of loading and discharging such cargoes.

There were also 13 British vessels which left in ballast, 7 of that number having gone to French and Spanish ports to load wheat and flour, mostly for Ireland.

The coasting trade was as usual conducted by French vessels, the number of which, in 1866, were as follows:—

French Vessels.	Number of Vessels.	Total of Tonnage.	Total of Crews.
Inwards	1,564	73,386	6,058
Outwards	1,521	70,360	5,827

Trade and Commerce.

Imports.—In 1866 the foreign importations arrived almost wholly from the United Kingdom, and consisted of 26,524 tons coal, 310 tons coke, and 619 tons iron. There came from other ports cargoes of wood, chiefly railway sleepers from Riga and Norway.

Exports.—Tonnay-Charente has for many years retained the reputation of being the principal port for the export of those brandies usually known under the name of "Cognac," the produce of the extensive vineyard country, the commercial centre of which is the town of Cognac. The concentration of this trade at Tonnay-Charente is mainly due to the fact that the river Charente, passing through the district referred to, is the main channel for the conveyance of those brandies, and that Tonnay-Charente is the highest point on the river at which foreign vessels can load, and is likewise the nearest port to the Cognac district.

The export of brandy has accordingly become so important at Tonnay-Charente as to occupy almost exclusively the attention of the local merchants. The magnitude and extraordinary increase of this trade will be seen by the subjoined Table, showing the exports for the past six years respectively.

Years ended 31st December.	Quantities.	
	French Litres.	British Gallons.
1861	11,318,532	2,490,070
1862	13,127,700	2,888,094
1863	18,128,945	3,988,358
1864	27,008,420	5,941,848
1865	28,654,000	6,303,880
1866	52,555,500	11,562,210

It will be perceived by these figures that, notwithstanding the very large augmentation in the exports of brandy which occurred in 1864 and 1865, the quantity exported in the past year is nearly double that exported in the best of those famous years; and that, in the short space of six years, the trade has more than quadrupled. The value of the exports in this one article, in the year 1866, are estimated to amount to 2,149,161*l.*

The various articles exported in 1866 have been as follows:—

Exports in 1866.

Articles.	Quantities.	Values.
		£
Brandy .. .. .. gallons	11,562,210	2,149,161
Glass, bottles .. .. tons	3,649	29,200
Grain .. .. .. „	184	4,749
Miscellaneous .. .. „	23	447
Salt .. .. „	180	216
Sardines .. .. .. „	62	409
Stones, building .. .. „	390	186
Vinegar .. .. .. pipes	500	2,109
Wine .. .. .. „	755	2,125

Agriculture.

The state of agriculture in this district is still backward, few modern improvements having been introduced. Drainage is also but little attended to. A certain amount of reclamation is, however, proceeding by the

cutting of dykes through marshy lands; but thorough drainage, as understood in England, is almost unknown. A greater breadth of land is being devoted to vineyards; on the other hand the forests are diminishing. The grain crops occupy about the same amount of country as usual. Maize seems to be becoming more popular as a crop. Oats which, when successful, give a very profitable return, are looked upon as uncertain: but might probably be advantageously more largely sown. Agricultural labour is both scarce and dear, the want of hands having occasionally the effect of inflicting much loss on the farming class, and unquestionably preventing full advantage being taken of the fertility of the soil.

Public Works.

Among public works affecting the commercial interests of this district, the following may be mentioned:—

Charentes Railway.—This railway, as projected, is to consist of two lines: one from Rochefort (joining there the Orleans Railway to Paris and La Rochelle), and thence by Tonnay-Charente, Saintes, and Cognac, to unite at Angoulême with the line from Paris to Bordeaux; the other from Saintes by Jonsac, to join the Paris and Bordeaux line at Coutras. Of the first of those lines, that part from Rochefort to Tonnay-Charente, Saintes, and Cognac is now (1867) open for traffic; and the remaining section from Cognac to Angoulême is being rapidly proceeded with. The second line to Coutras has not been commenced. This railway cuts, in two directions, through the principal brandy-producing country, and is calculated to confer benefits on that commerce. It is thus seen that Tonnay-Charente is now connected by railway with Rochefort and La Rochelle on one side, and on the other with Saintes and Cognac.

Rochefort Commercial Dock.—This dock is intended for the mercantile shipping visiting Rochefort, and is in the immediate vicinity of the railway. The works are being actively carried on, but some time will elapse before the dock can be available, the works being of a difficult character, and the excavations mostly through rock. The underground springs of water have also caused impediments. The opening of this dock for trade will, in so far as Rochefort is concerned, be a commercial advantage, as vessels trading to that port have hitherto had to proceed to Cabane Carrée (between Rochefort and Tonnay-Charente), where the accommodation is deficient.

Clearing River Sèvres at Marans.—This work, the urgent necessity for which was pointed out in my Report for 1865, is, it is stated, to be immediately undertaken under Government supervision.

General Remarks.

It may not be out of place, before closing this Report, to inquire how far the immense augmentation which the trade returns for 1866 exhibit in the commerce of this district, in the article "brandy," is likely to continue. There are various indications of permanence. The amount of land devoted to the cultivation of vines is more extended each year; more pains are taken in the cultivation; the pruning, &c., is done more carefully; and the efforts of farmers are directed to secure the largest amount of produce. The wealth derived from the brandy trade has been so great that the number of persons devoting themselves to this commerce are continually augmenting. Facilities are added by the employment of suitable steamers, many built specially for the trade, and the voyage from Tonnay-Charente to London is accomplished in an average of about 76 hours. The consuming markets not only show an undiminished demand, but new markets are often opening. All these circumstances indicate an important and steadily increasing trade; but it should not be expected

that the ratio of increase which has marked the past few years should continue undisturbed. The extraordinary activity of the trade in the past few years arose, in a great measure, from exceptional circumstances. The crop of grapes in 1865 had not only been unusually large, but of excellent quality, and the brandy produced was abundant and of superior quality; therefore the merchants were enabled, in the commencement of 1866, not only to diminish their stock of brandies from former vintages, but to ship much from the vintage of 1865. This trade was further encouraged by the vineyards showing, in 1866, an extraordinary prospect of fruit. However, as the season advanced, wet weather so preponderated as to render the grapes weak and deficient in alcohol; and though the fruit was abundant it scarcely ripened, and much rotted on the trees. The result was that brandy and wine, of the vintage of 1866, were inferior. The merchants seeing this result, were further urged to export the proceeds of the previous vintage, not only to obtain the profitable prices current, but to avoid the lower rates probably to be attached to the produce of the inferior vintage of 1866, and the confusion that might result through doubts as to the vintage from which the brandy was derived: thus the shipments, as the new crop was being tested, became particularly active. With regard also to one part of the trade, that with Australia, this tendency was increased by the new customs' law for those colonies, to come into prospective operation, which rendered it advantageous to ship cargoes for those destinations prior to its operation.

It seems established by the above remarks, that the trade of this district, in 1866, was under exceptional circumstances; and that for some years the maintenance of the large figure it then reached should not be anticipated.

Charente Inférieure, July 25, 1867.

ITALY.

SARDINIA.

Report by Mr. Consul Craig on the Trade of the Island of Sardinia for the Year 1866.

The Island of Sardinia is at present struggling under a crisis from which it can only recover at the expense of many victims both of life and property. Two successive years of unusual drought have so parched up the ground, that the crops of this year, even in the most favoured districts, are little more than a total failure, and descending from this point, they finish in other districts by being insufficient to defray the expense of collecting, and are consequently converted into pasture for the cattle. Dense swarms of locusts have invaded some of the most fertile districts of the island, and are devastating both fields and pastures, leaving nothing existing in the shape of corn or herbage, either for man or beast; and, finally, to complete the work of desolation the tax collectors are ruthlessly exacting the imports, in cash where it is obtainable, and seizing furniture, stock, or produce, according to circumstances, where cash is wanting. Bread, the chief article of food of the peasant labourer, is at double its ordinary cost, and being thus inaccessible to many, herbs and roots are recurred to as substitutes, and at the loss of life in various cases where ignorance, and the pressure of hunger led to mistake. The landed proprietors generally speaking being without capital and without crops, the field labourers of course are without employment; some attempts have been made by townships and private individuals to supply labour, but these were so disproportionate to the requirements as to be of little avail. The Government has also commenced some public works with a view to alleviate the existing distress, but these in their transit from the first to the last undertaker left all profits behind, except what could be extracted from the wages of the poor half-famished labourer. Some Sardinian field labourers are emigrating to Tunis, where it appears there is a demand for them, but to all those whose interests or circumstances chain them to the island, a most disheartening future presents itself; the prospect of relief is far distant; the next year's crop is their only hope, and this is fearfully clouded by the fears of a repetition of the past, and should it even eventually realize all that can be desired of it, still many victims of life and property must fall ere it can afford relief.

Commerce.

Since the removal of the Statistical Department of the Customs to Florence, it has been difficult to obtain any really reliable information regarding the commercial movements of the island. Some commercial statistics of the island have been published by private individuals and the Chamber of Commerce for the year 1864 and 1865, copies of which are annexed. The first, which I am assured, were obtained from good authority, exhibit the total amount of some of the principal articles exported from and imported into the island; the second, the total amount of exports and imports from the port of Cagliari. The first of these, as compared with the previous years, show a fearful falling off both in the exports and in the imports. The deficiency in the staple articles of agricultural produce in comparing the year 1863 with 1865 are as follows:—

	1863.	1865.
Almonds .. .. .. lbs.	307,325	64,819
Cattle, Live .. .. .. no.	25,507	8,727
Cheese.. .. .. .. cwt.	60,496	5,881
Olive Oil .. .. .. lbs.	901,336	165,516
Skins, raw .. .. .. „	1,489,711	763,285
Wheat.. .. .. imp. qrs.	57,277	51
Wine .. .. .. imp. gals.	400,539	13,538

In the imports a considerable decrease is also observable in various articles of consumption, chiefly in manufactured goods, though not in the same extent as in the exports.

Mines.

The development of this branch of industry is rapidly progressing, and the appearance of new mining companies, and the opening of new mines are of such frequent occurrence, as to represent the mining interest of the island, as being still in its infancy, as compared with the importance it is apparently eventually destined to assume, and that at no very distant period. The fact of upwards of 550 grants of mines having already been made is of itself a proof of the extensive field which exists in Sardinia for the operation of the mining adventurers.

Annexed is a statement of the annual produce of the different minerals from 1849 to 1865 both inclusive.

The port of Cagliari which for its geographical position, its facility of entrance and exit, its excellent anchorage and safety in all weathers, is not surpassed by any other in the Mediterranean, has recently made an important acquisition in its being supplied with excellent water, which is brought in pipes from the granitic mountains to the N.E. of Cagliari from a distance of about fourteen miles.

The cost of the water is merely nominal, being only two francs per cubic metre or 220 imperial gallons.

Annexed are statements of the shipping movements at this port during the year 1866.

English equivalents of Monies, Weights, and Measures.

Exchange—25 francs.. ..	per £ sterling.
The Hectolitre	22 01 imperial gallons.
2·9078 Hectolitres	1 imperial quarter.
100 Kilogrammes	220·63 lbs. avoirdupois.

Return of British Shipping at the Port of Cagliari in the year 1866.

Direct Trade in British Vessels from and to Great Britain and Colonies.

Entered.

Vessels.			Tonnage.			Total Number of Crews.
With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.	
24	1	25	7,527	149	7,676	349

Cleared.

22	2	24	6,015	422	6,437	195

Indirect or Carrying Trade in British Vessels from and to other Colonies.

Nationality.	Vessels.			Tonnage.			Crews.
	With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.	
Entered.							
Italian State ..	3	11	14	1,869	4,980	6,849	207
Spain	..	5	5	..	1,587	1,587	50
Tunis	..	5	5	..	602	602	45
France	..	2	2	..	406	406	17
Total ..	3	23	26	1,869	7,575	9,444	319
Cleared.							
Italian State ..	23	...	23	9,472	..	9,472	391
Spain	1	..	1	290	..	290	17
Turkey	..	2	2	..	647	647	22
Total ..	24	2	26	9,762	647	10,409	430

Return of British and Foreign Shipping at the Port of Cagliari in the year 1866.

Nationality.	With Cargoes.			In Ballast.			Total.		
	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.
Entered.									
British	27	9,396	399	24	7,724	269	51	17,120	668
Italian	401	93,319	8,975	163	31,813	1,986	564	125,132	10,961
French	30	3,828	289	65	8,391	523	95	12,219	812
Austrian	6	1,545	56	...	...	...	6	1,545	56
Roman	2	270	16	3	472	25	5	742	41
Greek	3	659	26	3	553	25	6	1,212	51
Russian	6	2,571	96	20	8,592	286	26	11,163	382
American U.S. ...	...	...	...	6	2,334	61	6	2,334	61
Swedish	4	1,024	39	18	6,053	217	22	7,077	256
Norwegian	8	2,698	92	8	2,308	89	16	5,006	181
Spanish	1	64	8	3	168	23	4	232	31
Prussian	4	878	35	...	...	...	4	878	35
Dutch	4	886	60	...	...	...	4	886	60
Hanoverian ...	1	122	9	...	...	...	1	122	6
Total	497	117,260	10,097	313	68,408	3,504	810	185,668	13,601
Cleared.									
British	46	15,777	587	4	1,069	38	50	16,846	625
Italian	448	100,680	9,072	40	6,461	419	488	107,141	9,491
French	63	8,144	517	28	4,599	280	91	12,743	797
Austrian	2	315	18	6	1,632	58	8	1,947	76
Roman	4	540	32	2	344	19	6	884	51
Greek	1	175	8	1	194	9	2	369	17
Russian	9	4,304	138	1	108	10	10	4,412	148
American U.S. ...	1	991	18	3	1,319	33	4	2,310	51
Swedish	18	6,399	218	1	126	8	19	6,525	226
Norwegian ...	5	1,579	60	2	702	22	7	2,281	82
Spanish	6	607	67	...	...	...	6	607	67
Prussian	2	603	21	...	...	...	2	603	21
Dutch	...	...	...	2	251	13	2	251	13
Hanoverian ...	1	122	7	...	...	...	1	122	7
Total	606	140,236	10,763	90	16,805	909	696	157,041	11,672

RETURN of Foreign Shipping engaged in the Direct and Indirect Trade at the Port of Cagliari in the year 1866.

Nationality.	Entered.					
	Direct Trade.		Indirect or Carrying Trade.		Total.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
British	25	7,676	26	9,444	51	17,120
Italian	395	87,082	169	38,050	564	125,132
French	70	9,052	25	3,167	95	12,219
Austrian	5	1,165	1	380	6	1,545
Roman	2	270	3	472	5	742
Greek	1	247	5	965	6	1,212
Russian	1	541	25	10,622	26	11,163
American U.S.	..	..	6	2,334	6	2,334
Swedish	2	476	20	6,601	22	7,077
Norwegian	1	315	15	4,691	16	5,006
Spanish	3	177	1	55	4	232
Prussian	..	..	4	878	4	878
Dutch	3	553	1	333	4	886
Hanoverian	..	..	1	122	1	122
	508	107,554	302	78,114	810	185,668
	Cleared.					
British	24	6,437	26	10,409	50	16,846
Italian	350	77,404	138	29,737	488	107,141
French	55	6,971	36	5,772	91	12,743
Austrian	5	1,566	3	381	8	1,947
Roman	..	..	6	884	6	884
Greek	..	..	2	369	2	369
Russian	..	..	10	4,412	10	4,412
American U.S.	..	..	4	2,310	4	2,310
Swedish	13	4,480	6	2,045	19	6,525
Norwegian	2	720	5	1,561	7	2,281
Spanish	3	232	3	375	6	607
Prussian	..	..	2	603	2	603
Dutch	..	..	2	251	2	251
Hanoverian	..	..	1	122	1	122
	452	97,810	244	59,231	696	157,041

RETURN of Shipping of each Nation employed in the Coasting Trade at the Port of Cagliari in the year 1866.

Nationality.	Entered.		Cleared.	
	Vessels.	Tons.	Vessels.	Tons.
British	10	2,543	10	2,543
Italian	76	22,499	50	16,681
French	8	1,617	8	1,724
Austrian	3	1,204	2	807
Roman	..	..	..	..
Greek	3	911	4	1,027
Russian	1	555	..	..
American U.S.	..	..	..	..
Swedish	1	419	..	..
Norwegian	..	..	..	..
Spanish	1	62	..	..
Belgian	1	353	1	353
Mecklenburg	2	628	2	628
Total	106	30,791	77	23,763

STATEMENT of the Ships of all Nations which Entered and Cleared the Port of Cagliari for each of the five years from 1862 to 1866.

	Entered.										Cleared.									
	1862.		1863.		1864.		1865.		1866.		1862.		1863.		1864.		1865.		1866.	
	Vessels.	Tonnage.	Vessels.	Tonnage.	Vessels.	Tonnage.	Vessels.	Tonnage.	Vessels.	Tonnage.	Vessels.	Tonnage.	Vessels.	Tonnage.	Vessels.	Tonnage.	Vessels.	Tonnage.	Vessels.	Tonnage.
British	55	9,986	34	8,449	35	8,197	47	11,706	61	19,663	54	9,870	36	8,760	34	8,037	48	12,509	60	19,389
Italian	598	115,179	699	125,906	620	131,275	725	183 390	640	147,631	613	114.983	650	117,942	603	126,314	676	157,786	538	123,822
French	76	10,119	66	9,622	57	7,779	50	7,016	103	13.836	30	10,467	27	7,834	57	7,941	43	5,616	99	14,467
Austrian	32	12,103	30	9,262	16	3,496	42	2,997	9	2,749	70	9,387	74	10,779	16	3,305	24	5,911	10	2,754
Roman	1	172	...	...	...	...	1	106	5	742	1	172	...	...	...	...	1	106	6	884
Greek	13	3,477	5	1,260	7	1,916	2	711	9	2,123	16	5,519	4	1,228	6	1,610	2	711	6	1,396
Russian	26	9,418	37	13,857	40	15,915	40	15,887	27	11,718	25	9,692	35	14,422	35	14,872	40	16,569	10	4,412
American (United States) ...	7	4,657	2	881	1	1,386	13	6,132	6	2,334	7	4,746	2	881	3	1,386	16	7,267	4	2,310
Swedish	27	6,967	28	7,975	38	12,447	33	9,790	23	7,496	25	6,700	32	8,764	37	12,381	29	9,296	19	6,525
Norwegian	18	4,327	27	6,300	15	3,751	17	5,974	16	5,006	12	2,858	26	6,670	14	3,905	13	3,890	7	2,281
Spanish	11	1,015	4	318	14	909	14	842	5	294	10	845	3	212	14	977	12	779	6	607
Dutch	2	404	2	518	5	1,425	10	4,263	4	886	2	404	2	518	4	1,264	9	4,119	2	251
Prussian	...	...	1	323	4	831	10	3,285	4	878	..	...	1	323	4	848	8	2,781	2	603
Hanoverian	...	...	...	...	1	118	1	150	1	122	...	...	...	...	1	167	1	150	1	122
Belgian	1	121	...	...	...	...	...	...	1	353	1	121	...	...	1	167	...	...	1	353
Mecklenburg	1	340	1	290	1	164	6	1,518	2	628	1	340	1	290	2	454	5	1,198	2	628
Jerusalem	1	100	1	60	...	...	1	60	...	...	1	100	1	60	...	...	1	119	...	...
Turkish	5	686	2	245	1	137	1	109	...	...		545	2	245	1	56	...	...	...	...
Danish	...	...	1	307	...	...	2	214	...	...	...	...	1	307	...	...	2	214	...	...
Portuguese	1	233	...	...	...	...	...	...	...	...	1	233	...	...	...	...	...	...	...	...
Ionian	...	...	1	142	...	...	...	...	...	...	...	...	1	142	...	...	...	...	...	...
Wallachian...	3	446	1	195	...	...	...	...	...	...	3	446	1	195	...	...	...	...	...	...
Hamburghers	...	...	1	140	...	...	...	...	...	...	...	...	1	140	...	...	...	...	...	...
Peruvian	...	...	1	436	...	...	...	...	...	...	...	...	1	436	...	...	...	...	...	...
Moldavian	1	140	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Bremen	...	...	...	...	1	1,373	...	...	...	...	...	...	...	...	1	1,373	1	851	...	...
Brazilian	...	...	...	...	1	364	...	...	...	...	...	...	...	...	1	124	...	...	...	...
Tunisian	...	...	...	...	...	...	1	56	...	...	...	...	...	...	...	...	...	...	...	...
Total	879	179,890	944	186,486	857	191,483	1,016	254,206	916	216,459	876	177,428	901	180,148	834	185,181	931	229,872	773	180,804

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STATEMENT of the Quantity of each of the principal Articles exported from the Island of Sardinia for each of the five years from 1861 to 1865.

Articles.		1861.	1862.	1863.	1864.	1865.
Almonds	lbs.	188,922	305,004	307,325	17,385	64,819
Bacon and Salt Meat ..	„	131,452	135,320	679,425	..	..
Barilla	cwt.	3,891	6,936	6,814	765	9,179
Beans, Barley, and Pulse	imp. qrs.	17,825	4,331	15,047	..	..
Bones and Horns ..	tons	347	135	439	316	48
Cattle, Live	no.	16,898	26,338	25,507	12,556	8,727
Cheese	cwt.	41,962	35,906	60,496	7,348	5,881
Coral	lbs.	50,478	61,673	98,426	..	..
Corkwood	cwt.	28,887	23,809	11,294	6,824	9,337
Fish, Salt	lbs.	1,524,531	283,791	1,308,333	..	..
Lead Ore	cwt.	358,261	312,741	171,616	247,559	276,127
Olive Oil	lbs.	1,817,789	1,564,772	901,336	18,528	165,516
Rags	cwt.	11,906	6,005	5,736	151	18
Salt	tons	81,727	90,691	71,468	46,694	43,852
Skins, raw	lbs.	1,360,228	901,861	1,489,711	1,374,571	763,285
Tunny, salt and pickled ..	„	355,597	1,367,718	429,138	17,537	60,889
Wheat	imp. qrs.	11,080	7,704	57,277	1,502	51
Wine	imp. gals.	904,039	861,500	400,539	13,309	13,538
Wood for building ..	val. £	4,520	1,877	4,051	..	..
Wool, raw	lbs.	90,271	457,460	607,458	..	..
Articles not enumerated .	£	101,726	103,933	180,448	..	..

STATEMENT of the Quantity of each of the principal Articles imported into the Island of Sardinia for each of the five years from 1861 to 1865.

Articles.		1861.	1862.	1863.	1864.	1865.
Cloths — Cotton	lbs.	1,641,419	992,059	448,487	269,343	395,012
Cloths — Woollen ..	„	200,661	290,275	236,873	113,898	122,498
Cloths — Linen	„	191,285	203,044	234,819	52,160	47,409
Cloths — Silk	„	28,870	21,154	24,181	6,943	6,239
Coffee	„	1,393,364	1,208,538	1,380,584	1,464,447	1,153,675
Copper, wrought & unwrought	„	244,964	237,229	210,226	4,904	3,792
Cotton Wool	„	18,206	15,660	13,059	..	..
Cotton Yarn	„	131,178	69,966	45,366	22,367	18,524
Drugs and Spices ..	„	755,898	786,698	749,376	..	..
Fish, salt	cwt.	3,406	3,646	3,486	1,662	1,781
Glass and Crystal ..	lbs.	528,033	579,806	576,678	512,677	278,758
Hardware	„	235,036	176,381	159,161	56,320	43,106
Iron and Steel	tons	2,005	1,583	1,369	8,639	10,773
Leather and Tanned Skins	lbs.	595,529	410,005	430,604	242	..
Paper of all kinds ..	„	404,500	336,643	306,939	16,825	26,934
Soap	„	797,926	680,346	287,292	560,829	460,985
Sugar, coarse and fine ..	cwt.	46,911	49,357	42,499	46,795	49,232
Spirits	imp. gals.	801,086	802,032	19,880	49,338	32,275
Wood of all kinds ..	val. £	26,517	17,118	46,242	..	..
Wool, raw	lbs.	27,319	45,585	10,178	..	..
Articles not enumerated ..	val. £	399,228	275,082	182,597	..	..

STATEMENT of the quantity and declared value of each of the principal Articles imported into the Port of Cagliari during the year 1865.

Articles.		Quantity.	Value.
			£
Cloths — Cotton	lbs.	253,780	45,136
Cloths — Woollen	„	50,714	22,866
Cloths — Linen	„	21,037	3,627
Cloths — Silk	„	3,457	8,420
Coffee	„	810,736	27,928
Copper, wrought and unwrought	„	2,080	282
Cotton wool	„	..	..
Cotton yarn	„	14,709	1,496
Drugs and spices	„	..	..
Fish, salt	cwts.	..	..
Glass and crystal	lbs.	126,723	8,776
Hardware	„	31,874	9,558
Iron and Steel	tons	759	12,335
Leather and tanned skins	lbs.	..	..
Paper of all kinds	„	17,634	812
Soap	„	263,482	14,952
Sugar, coarse and fine	cwts.	32,437	75,346
Spirits	imp. gal.	15,222	2,683
Wood of all kinds	..	..	..
Wool, raw	lbs.	13,491	1,034
Articles not enumerated	..	..	91,110

STATEMENT of the quantity of each of the principal Articles, and the declared value of the same, exported from the Port of Cagliari during the year 1865.

Articles.		Quantity.	Value.
			£
Almonds	lbs.	64,819	2,033
Bacon and salt meat	„	..	..
Barilla	cwts.	1,300	475
Beans, barley, and pulse	imp. qrs.	..	..
Bones ond horns	tons	41	667
Cattle, live	no.	189	1,134
Cheese	cwts.	2,722	4,836
Coral	lbs.	..	..
Corkwood	cwts.	3,939	2,960
Fish, salt	lbs.	..	..
Lead ore	cwts.	91,436	40,848
Olive Oil	lbs.	443	11
Rags	cwts.	..	..
Salt	tons.	43,852	16,028
Skins, raw	lbs.	672,427	28,649
Tunny, salt and pickled	„	..	..
Wheat	imp. qrs.	880	32
Wine	imp. gals.	10,537	766
Wood for building	val. £	..	..
Wool, raw	lbs.	..	..
Articles not enumerated	val. £	..	13,796

STATEMENTS of the quantities of the different Ores produced in the Island of Sardinia from the year 1849 to 1865.

Lead Ore—	Tons.
1849	17
1850	1,208
1851	1,288
1852	1,655
1853	1,231
1854	1,993
1855	2,692
1856	3,169
1857	4,295
1858	6,536
1859	7,745
1860	13,152
1861	13,911
1862	14,534
1863	13,269
1864	15,885
1865	24,375
Total	126,955

Iron Ore—*	Tons.
1858	1
1861	104
1862	1,651
1863	2,759
1864	5,532
1865	13,602
Total	23,649

Copper Ore—	Tons.
1854	134
1855	131
1856	159
1857	55
Total	479

Blende and Lead Ore—	Tons.
1851	64
1852	196
1864	442
1865	6,191
Total	6,893

Antimonio—	Tons.
1855	99
1856	64
1857	25
Total	188

Manganese—	Tons.
1856	18
1857	28
Total	46

Cagliari, June 24th, 1867.

* The iron ores worked here are all oxydulated or specular ores.

TURIN.

Report by Mr. Consul Colnaghi on the Italian Silk Trade for the Year 1866.

For the information contained in the present Report, I am indebted to two interesting papers* on the Italian silk trade in 1866, addressed by the President of the Chamber of Commerce of Turin (Commendatore G. B. Tasca) to the Minister of Agriculture at Florence; and for so much as relates to the Ruling Establishments in Lombardy, to details kindly supplied by the Secretary of the Chamber of Commerce at Milan.

The Sale of Cocoons in 1866.—The quantity of cocoons carried for public sale to the different Italian markets does not represent the total amount of the annual produce. It is calculated that not less than one-third of the yield is disposed of by private contract, and such sales are not officially registered. The statistics, therefore, collected under Tables A and B must be regarded as giving only a comparative view of the increase or decrease of the yield, and of the capital employed in the purchase of cocoons.

The figures of Table B mark a considerable improvement for the year 1866 over 1865 in the quantity of cocoons offered for public sale.

In 1866 (inclusive of the results published by the Chambers of Commerce of Milan, Bergamo, Lucca, and the Municipality of Guastalla, Table A), the total quantity of cocoons amounted to 412,503 myriagrammes; in 1865 (including the places above named), the total was 283,686 myriagrammes; showing a difference in favour of 1866 of 128,817 myriagrammes, an increase equal to about 45·40 per cent.

The year 1866 was the tenth since the breaking out of the disease among the silkworms. During this period the markets of Piedmont, according to the General Tables published annually, have registered the following quantities of cocoons:—

	Myriagrammes.
1857	220,885
1858	159,706
1859	105,820
1860	269,991
1861	317,595
1862	288,497
1863	353,443
1864	245,832
1865	198,368
1866	259,828
Total	2,419,965

giving a yearly average of 241,996 myriagrammes. The produce of 1866 shows an increase of 17,832 (6·87 per cent.) on the average of the ten years. A comparison, however, of the results of 1866 with the average of two years, 1855-56, before the breaking out of the disease, shows how much improvement has still to be made before the former normal production can be attained.

* 1. Relazione sui Mercati dei Bozzoli nell' anno 1866.

2. Relazione sull' esercizio della Pubblica Condizione e del Saggio Normale delle Sete a Torino, nel 1866.

	Myriagrammes.
Produce registered in 1855 ..	403,686
„ „ 1856 ..	338,623
Total	742,306

	Myriagrammes.
Average of above	371,154
Produce registered in 1866 ..	259,858
Decrease	111,296
Or about 30 per cent.	

In 1865, the yield of cocoons in Piedmont was scanty, as many, particularly of the smaller breeders, feared to risk their money in the purchase of eggs (chiefly from Macedonia) in which they had but little confidence. In Lombardy the production was more extensive; the worms were bred from the Japanese grains, and some successful attempts were also made at breeding, from eggs reproduced in Europe from the Japanese worms of a previous season.

In 1866, the produce in Piedmont, this year chiefly obtained from grains imported from Japan, was double that of 1865, and had it not been for the cold and wet weather in the month of May, which caused the death of about half the worms, the silk season would have been very successful. In Lombardy, owing to the failure of the "reproductions," which were tried on a large scale, the amount of the yield was one-third less than in 1865.

The eggs most successfully reared in 1866 were those imported direct from Japan; grains prepared in Corsica; a small quantity from Sardinia and Portugal; and several parcels from Morocco of a quality identical with the old Italian breed. Some native grains also led to satisfactory results, especially in the district of Ivrea. Generally speaking, however, the quality of the cocoons of this year was very inferior, owing to the want of the proper food required to strengthen the worms. The return of cold weather at the end of April threw back vegetation, so that the worms were hatched before the mulberry leaves were fully developed. In the more mountainous districts the leaves, moreover, were shrivelled and covered with black spots, and the worms fed on them did not prosper.

When the worms of the green Japanese breed, the eggs of which were largely imported this year, are unhealthy, the cocoons are liable to be covered with stains (*macchie*), which destroy the substance of the silk thread and lessen the product. This occurred to a considerable extent in 1866, and the quality of the silk was also greatly deteriorated. Owing to the poorness of the thread it was necessary to show the movements in the reeling establishments, especially in those worked by hydraulic power. In consequence, the cohesion of the filaments was weakened, and the strength and elasticity of the thread, for which the Italian, and more especially the Piedmontese, silks, are renowned, were greatly diminished, and the quality being inferior, they realized a lower price.

Prices were still lower in Lombardy, the cocoons giving a less product of silk than in Piedmont, although here it fell much below the average. In Piedmont, from 10 to 12 kilogrammes of cocoons could always be relied upon to produce one kilogramme of well-spun silk; in 1866, the same quantity of silk, and of inferior quality, could hardly be obtained from 15 to 16 kilogrammes of cocoons.

In the face, however, of all disadvantages, and though prices were hardly more than half what they were in 1865 (43·07 Italian lire, instead of 71·57 Italian lire per myriagramme), the total value of the public sales (see Table B) exceeded that of the previous year.

In 1866, the sales realized 15,578,740 Italian lire; in 1865, they realized 14,197,498 Italian lire; showing a difference in favour of 1866 of 1,381,242 Italian lire, equal to an increase of 8·87 per cent.

The annexed Tables show:—

(A) The results of the public sales of cocoons in the Italian markets for the year 1866.

(B) A comparison of the results of the sales of cocoons in 1866, with those of the year 1865.

(C) The general results of the market for the sale of cocoons at Parma during the year 1866, giving a view of the total production of that province.

EQUIVALENTS in English of the Foreign Weights and Measures used in the present Report.

1 Decigramme	=	1·5434 grains.
1 Kilogramme		2 lbs. 3 ozs. 4·652 drachms avoirdupois.
1 Myriagramme		22·0485 lbs. avoirdupois.

RATES OF EXCHANGE.

Between the 22nd of May and the 10th of July, 1866, at Turin, the exchange on London at 30 days' sight varied between—

	Lire	c.	
Lowest	26	75	per £ sterling
Highest	29	75	„ „

The forced currency of the notes of the National Bank commenced on the 1st of May, 1866.

Silk Trade of Turin in 1866.—Notwithstanding the unsettled condition of Italian commerce the silk trade, in all its branches, maintained a better position in 1866 than in 1865. A comparison of the two years (see Table D) shows that in 1866 5 538 bales, equal 383.723 kilogrammes; in 1865 4,955 bales, equal 352,795 kilogrammes—giving an increase for 1866 of 583 bales, equal 30,928 kilogrammes (or 11·765 per cent. on the number of bales, and 8·766 per cent. on their weight)—were entered to be certified at the Turin public office for testing the condition of the silk (pubblica condizione delle sete), the operations of which fairly represent the commercial activity of the silk market of this city.

The average quantity of silk registered at the above office during the ten years, 1857–1866, amounted to 6,000 bales, equal to 409,788 kilogrammes; exceeding by 462 bales, equal to 26.065 kilogrammes; the results of 1866 amounting to 5,538 bales, equal to 383,723 kilogrammes, showing for this latter year a decrease of 7·700 per cent. on the number of bales, and of 6·792 per cent. on their weight.

The least important year of the ten was 1857; between it and 1866 the difference was as follows: in 1866 5,538 bales, equal 383,723 kilogrammes; in 1857 4,753 bales, equal 329,893 kilogrammes; less in 1857 785 bales, equal 53,830 kilogrammes, or 14·174 per cent. on the number of bales, and 14·028 per cent. on their weight.

That the season of 1857 was so disastrous was owing especially to the failure of the crop from the disease of the silkworms having taken dealers by surprise. They had provided no importation of cocoons from healthy districts, as was done in subsequent years, when, though the yield of silk was still more scanty, the effects of the small supply were not noticed to so great an extent.

But it is not at Turin only that the real character of the silk trade in 1866 is to be ascertained. Table F shows the quantity of silk registered at the principal condition rooms (condizioni delle sete) in Europe,

marking an increase of more or less importance in the operations of the markets of Bergamo, Como, Florence, Turin, Aubenas and Zurich, and a decrease in the activity of those of Brescia, Milan, Udine, Crefeld, Elberfeld, Vienna, Lyons and Nismes. There appears, therefore, to have been more commercial activity on the markets of production than on those of consumption, with the exception of some of the Lombard provinces where the crop failed, owing to the non-success of the eggs re-produced from the Japanese worms; the market of Friuli, the theatre of war of the liberated Venetian provinces, and those of Germany, from want of labour, owing to the war between Prussia and Austria.

In the beginning of 1866, the demand for silk was satisfactory, and business followed its ordinary course from January to April, when the excessive importation of Asiatic silk attracted the attention of consumers, and, from the relative cheapness of the foreign article, Italian silks were somewhat neglected during the two following months. The hopes of an abundant yield, based on the large quantity of eggs imported from Japan, likewise contributed to this result, and the principal manufacturers limited their purchases to their immediate wants until the end of May.

The expectations of a good silk crop were unfortunately far from being realized, and the war that broke out in June, coupled with the knowledge of the light weight of the Japanese cocoons, which suffered more than the others from a week's unfavourable weather, as the worms were preparing to spin, interrupted the operations of buyers, although prices were moderate. Business was restricted, and did not regain any activity until the general failure of the yield, even in Asia, became known.

The operations of the condition room did not take any considerable extension in July, for, though numerous commissions were given, they were for silk not ready for the market, and which was only brought forward in the following months.

After the conclusion of peace, the trade received an unexpected impulse in October, when the reports that hardly any silk could be obtained from the markets of Asia were verified. At Shanghai and Yokohama, the failure gave rise to excessive speculations, which, forcing up prices, prevented any transactions with the European markets. In consequence, importations were suspended for some months, and such goods as were, nevertheless, shipped to Europe to be sold for the account of the producers were offered at prices not attainable by our consumers.

This state of affairs was highly favourable to Italian spinners, especially to those of the southern provinces, who had been able to keep in hand the silk of 1865. Upper Italy also profited by selling all its stock, both old and new, at a good price. In Piedmont, no silk was left, and the throwsters of this province were obliged to import silk from Lombardy and Central and Southern Italy. The want of Asiatic silk, especially the Japanese, induced the Piedmontese to turn their attention to the working of tram, in lieu of organzine, which the former now surpassed in price.

The inferior qualities marked in Table D, under the heading "Various Articles," were abundant this year, owing to the large number of double cocoons produced by worms of the green Japanese and of the Portuguese breeds, which, instead of being from four to five per cent., according to the usual proportion, reached from 35 to 40 per cent. The reason for this excess was that in those districts which, up to the present time, have been free from disease, the cultivators, wishing to increase the annual yield, have kept the worms in damp, small, and ill-ventilated places.

The operations of the Silk Assay Office (Saggio Normale delle Sete), at Turin (see Table E), in 1866, exceeded those of 1865, and were only lower than those of 1855–56, and 1863–64. Such a result, compared

with the quantity of the yield in each year, shows the increasing appreciation in which this office, originally established at the proposal of the Chamber of Commerce, is held by the silk merchants of Turin.

Reeling Establishments in the District of the Chamber of Commerce of Milan.—Table G shows the number of reeling establishments at work in 1866, within the district of the Chamber of Commerce of Milan, which includes the administrative divisions of Milan, Mouza, Gallarate, Abbiate Grasso.

Before the outbreak of the silkworm disease, there existed many small reeling establishments of from eight to twelve basins each, heated by fire, which, during the last few years, owing to the shortness of the yield and the high price of cocoons, have been unable to maintain their position. Probably about 50, or more, have ceased working, but their place has been supplied by an increased number of basins in the larger establishments, so that the total number of basins in use in 1866 may be considered as nearly equal to that in the years preceding the disease. There are, in addition, some hundreds of basins heated by fire (and which were included in the Statistics on this subject, published ten years ago). dispersed in small numbers among cultivators of silk, who use them chiefly to wind off defective or spoiled cocoons refused by buyers. They are at work for a limited period only, and produce silk of an inferior quality, for which reasons, as well as the great difficulty there would be in obtaining even an approximative return of their number, they are not included in the annexed Table (G).

TABLE A.—Shewing the Results of the Public Sales of Cocoons in the Italian Markets for the Year 1866 (from Tables drawn up at the Chamber of Commerce of Turin).

No.	Place.	Markets. No.	Markets. From	Markets. To	Total Quantity of Cocoons.	Prices. From	Prices. To	Total Amount of Prices Paid.	Average Prices.	For each Province. Total Quantity of Cocoons.	For each Province. Total Amount of Prices Paid.
	PIEDMONT.				Myriagrammes.	It. Lire.	It. Lire.	It. Lire. Cents.	It. Lire. Cents.	Myriagrammes.	It. Lire. Cents.
1	Alba	21	2 June	23 June	(1) 6,771	29	81	323,907 53	47 83		
2	Allessandra	25	1 „	25 „	14,593	69	20	501,731 17	34 38		
3	Asti	20	5 „	25 „	(2) 25,901	22	83	1,381,061 39	53 32		
4	Avigliana	19	10 „	29 „	(3) 1,270	65	18	41,910 00	33 00		
5	Bra	14	6 „	19 „	7,610	19	73	296,359 65	38 94		
6	Carmagnola	15	4 „	20 „	12,600	36	55	586,685 00	46 56		
7	Casle	22	5 „	26 „	2,409	10	72	85,919 48	35 66		
8	Ceva	22	9 „	30 „	6,100	20	80	235,990 70	38 68		
9	Cuneo	26	8 „	3 July	(4) 17,781	19	81	660,104 75	37 12		
10	Fossano	22	6 „	27 June	6,130	68	18	263,590 00	43 00		
11	Ivrea	25	5 „	25 „	4,731	16	68	131,365 13	35 69		
12	Mondovi	24	7 „	30 „	(5) 7,384	18	68	260,732 00	36 31		
13	Novara	24	4 „	1 July	(6) 16,270	24	66	598,707 37	36 79		
14	Novi	35	1 „	5 „	(7) 15,732	25	78	732,566 00	46 56		

OBSERVATIONS.

(1) Besides 121 myriagrammes sold on account, and 12,606 myriagrammes weighed privately.
(2) The total quantity of cocoons brought to market exceeded this amount by at least one-fourth.
(3) The total quantity of cocoons sold amounted to double that registered.
(4) Besides about 24,250 myriagrammes not registered.
(5) Besides about 300 myriagrammes not registered.
(6) In this amount 608 myriagrammes of dead cocoons "morti bozzoli," 6,068 myriagrammes of bad cocoons (faloppe), and 702 myrigrammes sold on account are not included, nor the cocoons sold privately.*
(7) Besides 9,000 myriagrammes not registered.

* Venduti a rapporto. The prices to be based at a later date on those fixed by the Chamber of Commerce.

TABLE A.—*continued.*

No.	Place.	Markets. No.	Markets. From	Markets. To	Total Quantity of Cocoons.	Prices. From	Prices. To	Total Amount of Prices Paid.	Average Prices.	For each Province. Total Quantity of Cocoons.	For each Province. Total Amount of Prices Paid.
	PIEDMONT—*cont.*				Myriagrammes.	It. Lire	It. Lire.	It. Lire. Cents.	It. Lire. Cents.	Myriagrammes.	It. Lire. Cents.
15	Pinerolo	27	6 June	2 July	21,398	20	75	874,113 00	40 85		
16	Racconigi	20	2 „	21 June	(8) 40,114	18	90	2,166,156 00	54 00		
17	Sale	15	8 „	22 „	(9) 2,124	15	55	67,206 10	31 64		
18	Saluzzo	26	5 „	30 „	(10) 19,586	20	75	716,847 60	36 60		
19	Savigliano	17	6 „	22 „	5,286	20	70	178,897 50	33 84		
20	Torino	23	4 „	26 „	(11) 8,892	18	80	642,855 38	35 74		
21	Tortona	12	7 „	20 „	1,189	25	44	40,667 88	34 10		
22	Vercelli	30	1 „	30 „	(12) 4,546	15	85	148,956 49	32 76		
23	Vigevano	17	5 „	23 „	(13) 1,696	18	52	49,225 22	29 02		
24	Voghera	29	29 May	26 „	9,715	80	15	324,328 48	33 38		
	LOMBARDY.									259,828	11,309,883 82
1	Lodi	10	2 June	26 „	(14) 20,134	55	25	734,252 23	36 47		
2	Pavia	23	30 May	27 „	1,095	21	55	38,167 26	34 84		
										21,229	772,419 49

OBSERVATIONS—*continued.*

(8) The prices here noted are based on contracts made in paper currency.
(9) Besides 368 myriagrammes sold on account.*
(10) The cocoons not publicly weighed are included in this amount.
(11) Besides 9,095 myriagrammes not publicly sold at prices from 20 lire to 80 lire. Total amount sold at Turin 17,987 myriagrammes, shewing an increase in 1866 over 1865 of 7,628 (total sale in 1865 9,619 myriagrammes).
(12) Besides 3,910 myriagrammes not registered.
(13) Besides 1,875 sold at prices for account.*
(14) Besides 5,000 myriagrammes not registered.

* Venduti a rapporto. The prices to be based at a later date on those fixed by the Chamber of Commerce.

TABLE A.—*continued.*

No.	Place.	Markets. No.	Markets. From	Markets. To	Total Quantity of Cocoons.	Prices. From	Prices. To	Total Amount of Prices Paid.	Average Prices.	For each Province. Total Quantity of Cocoons.	For each Province. Total Amount of Prices Paid.
					Myriagrammes.	It. Lire.	It. Lire.	It. Lire. Cents	It. Lire. Cents.	Myriagrammes.	It. Lire. Cents.
	EMILIA.										
1	Faenza	23	27 May	21 June	2,419	15	70	100,933 37	41 72		
2	Forli	40	21 „	30 „	4,013	19	75	153,738 03	38 31		
3	Guastalla	18	2 June	20 „	454	60	10	11,720 41	25 77		
4	Lugo	26	27 May	21 „	2,613	57	15	98,626 56	37 73		
5	Meldola	34	21 „	30 „	(15) 2,976	35	76	97,562 29	34 88		
6	Modena	32	28 „	1 July	3,069	12	73	126,674 06	41 27		
7	Parma	36	27 „	1 „	(16) 10,550	18	83	626,716 88	59 40		
8	Piacenza	25	3 June	27 June	(17) 2,149	*22	74	85,363 92	39 70		
9	Reggio	31	1 „	1 July	3,096	11	71	119,582 20	38 60		
10	Rimini	21	31 May	20 June	3,969	10	76	224,645 40	56 60		
11	Savignano	16	31 „	15 „	872	10	71	43,838 05	50 25		
										36,180	1,689,401 17
	THE MARCHES & UMBRIA.										
1	Camerino	30	10 June	9 July	(18) 296	67	30	16,370 31	55 16		
2	Città di Castello	22	5 „	27 June	(19) 300	15	65	15,508 04	51 65		
3	Fossombrone	25	12 May	30 „	(20) 914	23	120	52,944 39	57 94		

OBSERVATIONS—*continued.*

(15) Besides 105 myriagrammes sold on account.*
(16) Japanese, 4,952 myriagrammes sold at from 14 lire to 52 lire, average, 31 lire 88 cents.
(17) Besides about 4,500 myriagrammes not registered.
(18) Japanese, 9 myriagrammes, sold at from 36 lire to 20 lire, average, 28 lire 42 cents.
(19) Besides 351 mryiagrammes sold on account.*
(20) Besides 4,253 myriagrammes not registered.

* Venduti a rapporto. The prices to be based at a later date on those fixed by the Chambers of Commerce.

TABLE A.—*continued.*

No.	Place.	Markets. No.	Markets. From.	Markets. To	Total Quantity of Cocoons.	Prices. From	Prices. To	Total Amount of Prices Paid.	Average Prices.	For each Province. Total Quantity of Cocoons.	For each Province. Total Amount of Prices Paid.
	THE MARCHES, &c.—*cont.*				Myriagrammes.	It. Lire.	It. Lire.	It. Lire. Cents.	It. Lire. Cents.	Myriagrammes.	It. Lire. Cents.
4	Jesi	36	23 May	27 June	(21) 4,646	90	22	252,805 53	54 40		
5	Macerata	26	23 „	17 „	(22) 843	27	120	49,046 92	58 21		
6	Perugia	24	7 June	30 „	(23) 3,389	75	18	126,765 91	49 85		
7	Pesaro	34	26 May	28 „	(24) 3,518	10	75	170,951 29	48 59		
8	Terni	30	1 June	30 „	(25) 254	63	26	13,205 01	52 04		
										14,160	697,597 40
	TUSCANY.										
1	Arezzo	21	2 „	23 „	2,400	29	60	10,188 00	42 45		
2	Cortona	5	6 „	23 „	(26) 187	47	48	9,505 80	47 87		
3	Pisa	16	15 May	21 „	(27) 130	37	63	64,214 11	46 60		
4	Poggibonsi	8	2 June	21 „	105	63	32	4,396 74	41 85		
5	Rocca S. Casciano ..	8	1 „	23 „	3,362	12	70	105,246 65	31 00		
6	Sienna	19	4 „	30 „	(28) 7,324	15	70	379,118 50	51 76		
										13,508	572,669 80

OBSERVATIONS—*continued.*

(21) Besides 554 myriagrammes sold on account.*
(22) Japanese, 417 myriagrammes, sold at from 15 lire to 73 lire, average, 38 lire 12 cents.
(23) There was great difference in price of native and Japanese cocoons. Payments were generally made in metallic currency.
(24) Besides 4,352 myriagrammes sold on account.*
(25) Besides 1,089 myriagrammes sold at general average price of the season.
(26) The quantity sold privately and retained for breeding purposes exceeded that brought to market.
(27) The quantity sold at this market should be marked 1,309 myriagrammes instead of only 130 myriagrammes. Prices were reduced 10 to 20 lire if the cocoons were paid for in metallic currency when they had been determined in paper.
(28) The prices were determined in great part at half metallic and half paper currency. The remainder one-third specie and two-thirds paper.

* Venduti a rapporto. The prices to be based at a later date on those fixed by the Chamber of Commerce.

TABLE A.—*continued.*

No.	Place.	Markets. No.	Markets. From	Markets. To	Total Quantity of Cocoons.	Prices. From	Prices. To	Total Amount of Prices Paid.	Average Prices.	For each Province. Total Quantity of Cocoons.	For each Province. Total Quantity of Prices Paid.
	SOUTHERN PROVINCES.				Myriagrammes.	It. Lire.	It. Lire.	It. Lire. Cents.	It. Lire. Cents.	Myriagrammes.	It. Lire. Cents.
1	Chieti	15	20 May	23 June	(29) 76	73	27	3,875 64	50 80		
2	Cozenza	40	3 June	12 July	(30) 16,660	15	76	531,900 00	45 61		
3	Pagani	14	2 „	16 June	22	61	22	993 17	45 14		
										16,758	536,768 81
54							General Average ..		43 07	361,663	15,578,740 49

OBSERVATIONS—*continued.*

(29) Japanese, 57 myrigrammes, sold at from 64 lire to 12 lire, average, 28 lire 30 cents. The greater number of sales effected privately.
(30) Besides 167 myriagrammes sold privately.

NOTE.—The returns from the Chamber of Commerce of Milan, Bergamo, Como, Lucca, and the Municipality of Guastalla are not included in the above Table by reason of the different method employed of registering the sales. They are, however, noted below :—

Chamber of Commerce of Milan.—Results of the sales of cocoons in 1866, 37,623 myriagrammes, "annuals," average price, 53·36 Italian lire, and 178 myriagrammes "polivoltine"; average price, 28·98 Italian lire. Total 37,801; average price, 53·25 per myriagramme.

Chamber of Commerce of Bergamo.—Total quantity of cocoons registered, 10,681 myriagrammes, of a value of 513,795·57 Italian lire; average price per myriagramme, 48·10 Italian lire.

Chamber of Commerce of Como.—The returns give the average price of the cocoons in this province at 56·88 Italian lire per myriagramme.

Chamber of Commerce of Lucca.—The amount of cocoons on sale is noted at 1,000 to 2,200 myriagrammes, with prices varying from 20 to 67 Italian lire per myriagramme, according to quality.

Municipality of Guastalla.—Thirteen markets were held of Japanese cocoons of the second production, total 158 myriagrammes, sold at from 28 to 53 Italian lire for a sum of 6,824 Italian lire, average price, 42·96 Italian lire per myriagramme.

TABLE B.—Comparison of the Results of the Sale of Cocoons in 1866, with the Year 1865 (from Table drawn up at Chamber of Commerce of Turin).

Provinces.	1866.			1865.		
	Markets.	Quantity of Cocoons.	Amount of Prices Paid.	Markets.	Quantity of Cocoons.	Amount of Prices Paid.
		Myriagrammes.	Lire. Cents.		Myriagrammes.	Lire Cents.
Piedmont	24	259,828	11,309,883 82	23	117,908	8,748,137 77
Lombardy	2	21,229	772,419 49	4	23,372	1,223,853 69
Emilia	11	36,180	1,689,401 17	14	18,186	1,558,665 86
Marches and Umbria	8	14,160	697,597 40	9	9,926	775,368 79
Tuscany	6	13,508	572,669 80	5	18,537	1,060,101 06
Southern Provinces	3	16,758	536,768 81	5	10,439	831,371 44
Total	54	361,663	15,578,740 49	60	198,368	14,197,498 61
Milan, Bergamo, and other Markets not included in Table A	..	50,840	..	..	85,318	..
Grand Total..	..	412,503	..	..	283,686	..

TABLE C.—Showing the General Results of the Market for the sale of Cocoons in Parma during the year 1866 (drawn up at the Chamber of Commerce for the Province of Parma).

Markets.			Quantities on which the Average Prices has been paid.							Quantities not included in the formation of the Average Price.			Totals.	
No.	From	To	Quality.	Quantity.	Prices. From	Prices. To	Amount of Prices Paid	Average Price. Special.	Average Price. General.	Quality and Parcels.	Quantity.	Amount of Prices Paid.	Quantity.	Value.
				Kilos.	L. c.	L. c.	Lire. c.	Lire.	Lire.		Kilos.	Lire. c.	Kilos.	Lire c.
36	May 27	July 1	Native, Macedonian, and similar qualities	105,503·650	1 80	8 30	626,716 88	5·9402	5·06102	"Bombonati"	24·250	218 38	165,834·610	797,125 80
			Japanese	49,525·250	1 40	5 20	157,888 14	3·1880		At Prices to be fixed later (di rapporto)	218·100	1,295 23		
			... ...	...	...	...	...	...	...	Bad Cocoons (faloppe) ...	10,563·360	11,007 17		
				155,028·900			784,605 02				10,805·710	12,520 78		

Comparison of the Results obtained in 1866 with those of the year 1865.

1865	No. of	32	Totals ...	78,595·290	2 20	11 80	698,836 90	...	8·89150	... ...	4,593·760	17,732 40	83,189·050	716,569 30
1866	Markets	36		155,028·900	1 40	8 30	784,605 02	...	5·06102	... ...	10,805·710	12,520 78	165,834·610	797,125 80
			Increase in 1866	76,433 610	...	...	85,768 12	...	...	... ...	6,211·950	...	82,645·560	80,556 50
		4	Decrease ,, ...	...	...	...	...	...	3·83048	... ...	...	5,211 62	...	...

TABLE D.—Return of the Work performed at the Condition Room (*Condizione delle Sete*) of Turin in the year 1866 (drawn up at the Chamber of Commerce of Turin).

Months.	Organzine.				Tram.				Raw Silk.				Various Articles.				Totals.				Charges.
	Bales.	Weight on Entry.	Decrease on Proof.	Loss per cent.	Bales.	Weight on Entry.	Decrease on Proof.	Loss per cent.	Bales.	Weight on Entry.	Decrease on Proof.	Loss per cent.	Bales.	Weight on Entry.	Decrease on Proof.	Loss per cent.	Bales.	Weight on Entry.	Decrease on Proof.	Loss per cent.	
		Kilos.	Kilos			Kilos.	Kilos.			Kilos.	Kilos.			Kilos.	Kilos.			Kilos.	Kilos.		Lire Cts.
January ...	306	24673·68	538·19	2·18	51	4254·22	100 56	2·36	97	4519·94	83·25	1·84	16	1320·76	31·26	2·36	470	34768·60	753·26	2·16	3,364 90
February ...	181	14312·84	332·27	2·32	41	2615·90	58·80	2·24	49	2253·42	43 56	1 93	5	354 65	7·97	2·24	276	19536·81	442·60	2·26	1,914 80
March ...	253	20407 51	475·50	2·33	32	2186·58	62·96	2·87	59	2052·38	52·65	2·56	5	240·66	4·13	1·71	349	24887·13	595·23	2.39	2,474 45
April ...	272	21782·16	552·87	2·53	34	2548·04	74·	2·90	42	1926·01	34·	1 76	8	515 44	9·01	1·74	356	26771·65	669·88	2·50	2,527 10
May ...	179	14546·47	360·	2·47	35	2931·06	62·46	2·13	47	1805·56	28·42	1·57	6	512·88	14·42	2·81	267	19795·97	465·30	2·35	1,941 05
June ...	115	9003·61	187·32	2·08	28	2069·26	49·39	2·38	34	1752·	25·12	1·43	4	176·40	3·77	2·13	181	13001·27	265·60	2·04	1,270 35
July ...	226	17672·90	233·47	1·32	25	2099·68	17·30	·82	118	4797·07	23·43	1·48	12	782·50	3·19	·40	381	25352·15	277·39	1·09	2,663 75
August ...	232	18202·78	95·96	·52	23	1713·81	8·59	·50	331	16583·05	73·19	·44	30	1764 88	7·54	·42	616	38264·52	185·28	·48	4,279 20
September ...	291	22984·41	286·46	1·24	36	2878·62	34 56	1·20	321	14514·18	160 50	·11	51	3982·18	39·97	1·	699	44359·39	521·49	1·17	4,826 35
October ...	413	32855·31	738·85	2·24	61	4794·01	114·93	2·39	288	13937·94	235·79	1·69	53	3923·51	78·89	2·01	815	55510·77	1168·46	2·10	5,698 55
November ...	357	28282·70	642·60	2·27	54	4294·33	108·92	2·53	157	7612·60	156·62	2·05	35	1852·65	42·58	2·29	603	42042·28	950·72	2·26	4.213 95
December ...	370	29133·18	519·83	1·78	57	4423·40	73·78	1·66	75	4723·15	75·45	1·59	23	1153·02	21·16	1·83	525	39432·76	690·22	1·75	3,693 25
Totals ...	3,195	253857·55	4963·32	1·95	477	36808·92	766·24	2·08	1,618	76477·30	991·98	1·29	248	16579·53	263·89	1·59	5,538	383723·30	6985·43	1·82	3.8867 70

Weight Certified.

Months.	Bales	Net Weight.	Charges.
		Kilos.	Lire Cts.
January ...			
February ...			
March ...			
April	6	406·76	12 12
May			
June			
July			
August ...			
September ...			
October ...			
November ...			
December ...			
Total ...	6	406·76	12 12

Abstract of the Work performed during the last 10 years.

Years.	Organzine.		Tram.		Raw Silk.		Various Articles.		Totals.		Charges.
	Bales.	Weight on Entry.	Bales.	Weight on Entry.	Bales.	Weight on Entry.	Bales.	Weight on Entry.	Bales.	Weight on Entry.	
		Kilos.		Kilos.		Kilos.		Kilos.		Kilos.	Lire. Cts.
1857	3,449	268463·68	500	36783·94	686	19144·24	118	5502·	4,753	329893·86	41320 95
1858	5,222	409215·87	677	49043·52	1,506	26993·18	131	4855·55	7,506	500108·12	64526 10
1859	4,423	346373·13	443	32224·45	903	23486·18	86	3585·74	5,915	405666·50	51356 55
1860	5,927	304690·53	591	42118·23	1,289	33576·66	148	5456·02	5,927	385841·44	50704 75
1861	3,668	289335·93	338	25901·39	1,074	35308·27	101	4150·42	5,181	354696 01	45269 15
1862	4,019	317946·05	517	39452·45	1,266	41020·65	161	7389·42	5,963	405808·57	51853 55
1863	4,486	355152·90	657	49758·20	1,457	54950·55	285	14421·27	6,885	474282·92	52547 75
1864	4,626	363956·50	796	61316·01	1.716	69459·66	241	10330·54	7,379	505062·71	50825 15
1865	3.416	371414·87	425	34751·90	893	33763·25	221	12865·86	4.955	352795·88	34725 55
1866	3,195	253857·55	477	36808·92	1,618	76477·30	248	16579·53	5.538	383723·30	38867 70

Table E.

Return of the Operations of the Silk Assay Office (Saggio Normale delle Sete) in the Year 1866, drawn up at the Chamber of Commerce of Turin.

	Number of Assays.[1]						Number of Samples of Silk Retained.					Weight of Samples of Silk retained in $\frac{1}{4}$ decigrammes (0·7717 grains).					Payments in Money.		
	On Payment.	Retaining the Silk for Expenses.				Analyses.	Total of Operations.	Twists.			Raw Silk.	Total.	Twists.			Raw Silk.	Total.	Assays.	Analyses.	Total.
		Organzine.	Trams.	Raw Silk.	Total.			Organzine.	Trams.	Total.			Organzine.	Trams.	Total.					
																		Lire c.	Lire c.	Lire c.
January	...	120	19	49	188	11	199	2,456	402	2,858	1,158	4,016	62,900	9,927	72,827	14,350	87,177	...	11 50	11 50
February	...	123	16	14	153	4	157	2,629	390	3,019	491	3,510	64,702	10,137	74,839	7,149	81,988	...	4 00	4 00
March	...	120	20	10	150	6	156	2,508	439	2,947	368	3,315	64,526	11,426	75,952	4,521	80,473	...	6 00	6 00
April	...	148	16	16	180	6	186	3,168	395	3,563	452	4,015	78,985	10,016	89,001	5,755	94,756	...	6 00	6 00
May	...	145	18	6	169	4	173	3,237	549	3,786	70	3,856	79,994	14,996	94,990	1,252	96,242	...	4 00	4 00
June	...	67	11	26	104	3	107	1,313	173	1,486	326	1,812	33,721	4,571	38,292	4,176	42,468	...	2 75	2 75
July	...	142	14	184	340	10	350	3,073	288	3,361	3,496	6,857	75,655	7,480	83,135	43,401	126,536	...	10 00	10 00
August	...	164	22	187	373	10	383	3,428	537	3,965	4,432	8,397	87,725	76.113	103,838	54,492	158,330	...	10 00	10 00
September	...	159	19	160	338	10	348	3,295	416	3,711	4,032	7,743	84,267	10,358	94,625	51,555	146,180	...	9 50	9 50
October	...	244	29	134	407	19	426	4,987	522	5,509	2,782	8,291	128,462	14,512	142,974	34,929	177,903	...	19 50	19 50
November	...	205	25	78	308	15	323	3,994	486	4,480	1,762	6,242	100,861	12,697	113,558	22,452	136,010	...	14 50	14 50
December	...	204	29	39	272	24	296	3,978	523	4,501	739	5,240	101,379	14,592	115,971	10,105	126,076	...	23 00	23 00
		1,841	239	903	2,982	122	3,104	38,066	5,120	43,186	20,108	63,294	963,177	136,825	1,100,002	254,137	1,354,139	...	120 75	120 75
																		Product from Sale of Silk Retained (1st January to 31st December)		6,061 88
																		Total income received in money		6,182 63

TABLE E—*continued.*

RECAPITULATION of the Operations of previous Years.

	Number of Assays Retained.		Assays on Payment.	Analyses.	Total Operations.	Samples of Silk Assayed.	Weight of Skeins in ½ decigrammes.		Total Weight.	Charges.		Total Charges.	Total Income.
	Twists.	Raw Silk.					Twists.	Raw Silk.		For Assays.	For Analyses.		
										Lire c.	Lire c.	Lire c.	Lire c.
1854	1,913	155	154	121	2,343	47,225	1,191,351	32,153	1,223,504	338 20	77 35	415 55	4,044 96
1855	2,949	869	10	219	4,047	83,187	1,743,886	248,080	1,991,966	21 50	128 90	150 40	6,360 01
1856	2,688	905	5	207	3,805	76,209	1,548,475	222,711	1,771,186	10 50	123 05	133 55	4,858 01
1857	1,860	316	6	134	2,316	47,244	1,079,172	66,891	1,146,063	12 60	74 15	86 75	5,273 62
1858	1,522	576	3	268	2,369	42,797	876,925	111,728	988,653	6 30	163 05	169 35	3,752 29
1859	1,528	290	2	149	1,969	40,220	876,481	78,713	955,196	4 20	93 65	97 85	4,287 67
1860	1,245	562	3	123	1,933	40,002	699,421	175,481	874,902	7 80	78 55	86 35	3,515 61
1861	1,632	615	6	185	2,438	47,515	921,812	148,693	1,070,505	40 00	151 75	191 75	3,577 82
1862	1,840	655	3	128	2,626	52,205	976,854	177,000	1,153,854	6 00	127 00	133 00	3,992 04
1863	2,224	1,001	3	136	3,364	64,369	1,120,928	255,969	1,376,897	6 00	138 00	144 00	4,764 37
1864	2,255	1,099	4	155	3,513	67,966	1,181,553	271,857	1,453,410	8 00	156 50	164 50	5,314 48
1865	1,689	695	1	137	2,522	49,558	884,484	187,532	1,072,016	2 00	137 50	139 50	5,124 76
1866	2,079	903	..	122	3,104	63,294	1,100,002	254,137	1,354,139	..	120 75	120 75	6,182 63

Table F.

Showing the results obtained during the year 1866 at the Principal Condition Rooms (*Condizione delle Sete*) of Europe. (Extracted from a Report on the Condition Room of Vienna, and included among the Returns published at the Chamber of Commerce of Turin).

1866.	Aubenas.		Bergamo.		Brescia.		Como.		Crefeld.		Elberfeld.		Florence.	
	Bales.	Kilos.	Bales.	Kilos.	Bales.	Kilos.	Bales.	Kilos.	Bales.	Kilos.	Bales.	Kilos.	Bales.	Kilos.
January	242	20,162	183	14,517	10	835	146	5,392	539	24,827	224	10,236	51	5,722
February	216	18,859	66	4,836	12	1,182	123	4,394	394	16,389	192	8,584	10	1,247
March	245	20,339	83	5,672	10	765	122	4,747	360	14,699	162	7,112	7	374
April	243	21,402	82	6,582	14	1,067	116	4,207	419	17,855	185	8,260	13	1,225
May	174	14,536	45	3,394	4	271	56	1,452	252	10,932	96	4,307	5	380
June	166	13,911	26	2,027	10	755	47	1,868	191	8,200	100	3,983	11	1,336
July	230	18,726	190	15,038	11	1,071	140	4,796	456	22,330	191	9,489	94	10,965
August	261	20,557	267	21,844	21	1,790	176	6,498	505	21,673	239	10,845	91	9,401
September	366	31,195	371	30,402	44	4,277	209	9,447	632	27,757	240	13,335	116	12,410
October	346	29,364	306	24,611	32	2,935	176	8,672	683	33,664	299	15,222	91	9,842
November	248	20,656	185	13,799	24	1,932	150	5,826	588	27,079	249	12,493	20	1,598
December	320	27,156	229	16,922	4	408	149	5,362	626	30,720	198	10,688	22	1,944
Totals in 1866 ..	3,057	256,863	2,033	159,644	196	17,288	1,610	62,661	5,645	256,125	2,375	114,554	531	56,444
„ 1865 ..	2,937	246,816	2,014	153,201	200	18,407	1,581	64,922	6,718	338,541	3,007	176,695	337	37,020
Increase in 1866 ..	120	10,047	19	6,443	..	..	29	..	..	..	..	..	194	19,424
Decrease „ ..	..	..	..	..	4	1,119	..	2,261	1,073	82,416	632	62,141	..	..

TABLE F—*continued.*

1866.	Lyons.		Milan.		Nismes.		Turin.		Udine.		Vienna.		Zurich.	
	Bales.	Kilos.	Bales.	Kilos.	Bales.	Kilos.	Bales.	Kilos.	Bales.	Kilos.	Bales.	Kilos.	Bales.	Kilos.
January	2,935	215,969	1,726	151,085	66	2,427	470	34,769	29	2,874	197	7,048	652	37,494
February	2,064	139,515	1,011	83,440	64	2,261	276	19,537	7	403	173	5,425	412	20,681
March	2,301	156,115	1,214	103,755	64	3,019	349	24,887	5	309	219	6,952	396	19,183
April	2,768	208,784	1,281	115,685	61	2,599	356	26,771	6	532	218	6,562	484	25,688
May	1,879	129,662	672	59,440	50	2,020	267	19,795	1	50	213	7,821	516	25,402
June	1,520	104,209	465	39,570	46	2,373	181	13,001	1	113	155	4,967	343	16,932
July	2,879	219,769	1,053	86,145	55	2,582	381	25,352	1	81	70	2,216	760	43,989
August	2,585	189,680	1,801	144,650	49	2,093	616	38,264	5	496	224	7,590	816	45,864
September	3,221	245,341	2,110	175,620	78	3,438	699	44,359	34	2,892	314	12,316	816	47,739
October	2,906	213,601	2,367	196,345	89	3,147	815	55,510	55	5,514	315	11,639	828	46,716
November	2,397	170,665	1,735	140,120	60	2,120	603	42,042	48	3,980	230	7,113	588	31,025
December	3,012	218,945	1,794	149,090	63	1,861	525	39,433	69	5,879	248	9,285	624	35,119
Totals in 1866 ..	30,467	2,212,255	17,229	1,444,945	745	29,940	5,538	383,720	261	23,123	2,576	88,934	7,235	395,832
„ 1865 ..	31,784	2,307,626	20,021	1,723,510	756	30,026	4,955	352,795	358	34,393	2,996	124,264	6,712	411,241
Increase in 1866 ..	..	..	..	..	..	..	583	30,925	..	..	..	..	523	..
Decrease „ ..	1,317	95,371	2,792	278,565	11	86	..	..	97	11,270	420	35,330	..	15,409

TABLE G.

A RETURN of the Reeling Establishments in the District of the Chamber of Commerce of Milan, comprising the Administrative Divisions of Milan, Mouza, Gallarate, and Abbiate Grasso.

Reeling Establishments.			Basins.			Number of Days at Work.		Quantity of Cocoons Wound.		Quantity of Silk Obtained.		Cocoons Employed for every Kilo. of Silk.		Average Price.	
Heated by Fire.	Heated by Steam.	Total.	Heated by Fire.	Heated by Steam.	Total.	Average.	Total.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Cocoons. Per Kilo.	Silk. Per Kilo.
								Kilos.	Lire.	Kilos.	Lire.	Kilos.	Lire. c.	Lire. c.	Lire. c.
*38	42	80	1,096	3,020	4,116	124	509,651	1,311,400	7,048,775	79,238	7,099,724	16·55	88 95	5 37·5	89 60
†8	16	24	600	1,130	1,730	..	..	550,000	2,957,250	33,220	2,976,512	..	..	..	..
46	58	104	1,696	4,150	5,846	..	..	1,861,400	10,006,025	112,458	10,076,236	..	..	..	..

* From Returns supplied by Proprietors of Reeling Establishments.

† Information derived from other sources.

Turin, May 20, 1867.

NAVIGATOR ISLANDS.

APIA.

Report by Mr. Consul Williams on the Trade of the Navigator Islands for the Year 1866.

Shipping and Navigation.

During the past year 75 vessels entered the port of Apia, and again cleared, consisting of, 36 British, 12,765 tons; 1 ditto ship-of-war, Her Majesty's ship "Brisk;" 35 Hamburgh, 3,423 tons; 1 United States of America, 450 tons; 1 Tahiti, under French Protectorate, 200 tons; 1 Sandwich Island, 500 tons.

A small schooner sailing out of this port under the Hamburgh flag was capsized off the island of Savaii; the crew were all saved, but the vessel was lost. The "Oliver Cutts" has been condemned here.

Trade and Commerce.

Business, on the whole, has been good during the past year. There have been 650 bales of cotton shipped this year. The cotton has not yielded nearly so well this season as last, owing to the heavy rains so unusual at that time.

The produce of last season, from June 1865 to May 1866, that being the cotton year, was 80 tons of clean, or 400,300 in seed.

		lbs.
Obtained from Upolu	..	385,600
„ Savaii	..	66,600
„ Tutuilo	..	30,200
„ Manua	..	7,900
Total ..	..	490,300

Agriculture.

The natives have been increasing their plantations of cotton this year, and next season will show a great increase, especially if the price should keep from four to five cents per lb. in seed.

Population and Industry.

We have now added to the windmill and water-wheel of last year a steam-engine, another water-wheel, and horse-power, driving about 14 gins and two circular saws.

Public Works.

No improvement at all in this department. The chiefs of Aana, in the western district of Upolu, have established laws, and a poll-tax of one dollar for every male has been levied.

The Tuamasaza, the central district, are preparing to follow the chiefs of Aana, and should they succeed, Savaii and Manono will likely unite.

Her Majesty's ship "Brisk's" visit to this group last July was very opportune, for the people at Manua, the easternmost islands of this group had been fighting, and were just on the eve of fighting again when Captain Hope and I offered our services as mediators between the contending parties, which was accepted, and thus further bloodshed was prevented; also at the island of Tuluila good service was rendered by the visit of Her Majesty's ship "Brisk."

On the 12th of September last, dense masses of smoke arose out of the sea, about two miles from Olosega, in the Manua Group; this volcano

continued in active operation till the middle of November, throwing out thick dark smoke higher than Olosega, which is from 2,500 to 3,000 feet high, occasionally the upper edge of the smoke was tinged with a bright yellow light. It was preceded by repeated shocks of earthquake, which commenced on the 5th of September, and continued till the volcano broke out.

Large quantities of fish were killed and floated to the shore, fishes which the natives had never seen or known.

The sea was discoloured for many miles round. The ashes destroyed the vegetation on which they fell.

I have not yet been able to ascertain whether a shoal has been thrown up in the place where the volcano broke out. Last July we steamed over the place in Her Majesty's ship "Brisk." It was then deep water.

Apia Upolu Samoa, January 2, 1867.

PORTUGAL.

Report by Mr. Consul Brackenbury on the Trade and Navigation of the Consular District of Lisbon for the Year 1866.

Lisbon.

I. Shipping and Navigation.

The total number of entries of British vessels at this Port registered in the Consular books in the year 1866 was 533, with the following cargoes, viz. :—

	Vessels.
General Cargo	166
Coals	210
Fish	43*
Patent Fuel	12
Ballast	21
Coals, Coke, and Iron	13
Coals, Bricks, Bottles, and Tin	10
Railway Material	10
Butter	5
Iron	2
Staves	1
Rice	1
Grease	1
Creosote, Oil, and Timber	1
Timber and Tobacco	1
Wheat	1
Barley	1
	499

* Of which 26 left for other markets with the same cargo.

Besides 34 which put into Lisbon during the same year for orders, or in distress.

The subjoined Table, derived from official returns, shows the total number of British vessels which Entered and Cleared from Lisbon during the Years 1861, 1865 and 1866 respectively, distinguishing between sailing and steam vessels, and vessels with cargo, and in ballast:

Years.	Entered.											
	Sailing.			Steam.			Total.					
	Vessels.	Cubic Metres.	Crews.	Vessels.	Cubic Metres.	Crews.	Vessels.	Cubic Metres.	Crews.	Vessels.	Cubic Metres.	Crews.
1861—												
Cargo	227	33,042	1,332	139	57,349	6,128	366	90,391	7,460	} 373	91,359	7,512
Ballast	7	968	52	..	..	..	7	968	52			
1865—												
Cargo	302	64,057	2,582	170	73,208	5,673	472	137,265	8,255	} 475	138,732	8,309
Ballast	1	59	10	2	1,408	44	3	1,467	54			
1866—												
Cargo	.. *	..	..	..	..	..	..	..	..	..	..	..
Ballast	..	..	..	..	..	..	..	..	..	..	..	..
	Cleared.											
1861—												
Cargo	152	24,628	1,160	140	75,988	5,168	292	100,616	6,328	} 390	118,802	7,086
Ballast	96	17,803	729	2	383	29	98	18,186	758			
1865—												
Cargo	99	20,650	844	140	36,175	4,786	239	56,025	5,630	} 507	130,421	8,599
Ballast	233	45,144	1,756	35	28,452	1,213	268	73,596	2,969			
1866—												
Cargo	..	..	..	..	..	..	..	..	..	..	..	..
Ballast	..	..	..	..	..	..	..	..	..	..	..	..

* In some of the comparative Tables embraced in the earlier portions of this Report, the data for the year 1866 will be found wanting. The Report has been kept open till the last moment, in the hope that the desired information might arrive in time for insertion. This hope has, however, been disappointed, no returns for the year in question having been as yet published by the Portuguese Government, while some important statistics which had long been unofficially promised, are still not forthcoming.

The following is the proportion of British to Foreign Shipping in the Port of Lisbon for the Years 1861, 1865 and 1866 respectively. Portuguese vessels employed in the coasting trade, which is not open to the foreigner, are excluded from the calculation, which includes, however, all Portuguese vessels employed in the trade with Portuguese Colonies, or Foreign Countries:—

Years.	Entered.					
	British.			Foreign.		
	Vessels.	Cubic Metres.	Crews.	Vessels.	Cubic Metres.	Crews.
1861..	373	91,359	7,512	806	185,694	9,407
1865..	475	138,732	8,309	797	165,633	10,974
1866..	..	..	..	..	..	..
	Cleared.					
1861..	390	118,802	7,086	818	210,222	12,004
1865..	507	130,421	8,599	737	167,344	11,033
1866..	..	..	..	..	..	..

The next two Tables, referring to the same Years, show the movement at Lisbon of Portuguese Shipping engaged in the Trade with Portuguese Colonies and Foreign Countries, and of Portuguese Shipping employed in the Portuguese Coasting Trade respectively.

Portuguese Shipping engaged in the Trade with Portuguese Colonies and Foreign Countries:—

Years.	Entered.								
	Sailing.			Steam.			Total.		
	Vessels.	Cubic Metres.	Crews.	Vessels.	Cubic Metres.	Crews.	Vessels.	Cubic Metres.	Crews.
1861 ..	312	65,821	2,549	12	9,190	593	324	75,311	3,142
1865 ..	298	59,251	3,479	32	6,822	1,099	330	66,073	4,578
1866 ..	..	..	..	..	..	..	..	..	..
	Cleared.								
1861 ..	262	57,530	3,253	13	11,042	663	275	68,572	3,916
1865 ..	246	52,362	2,823	28	6,353	765	274	58,715	3,588
1866 ..	..	..	..	..	..	..	..	..	..

Portuguese Shipping employed in the Coasting Trade:—

Years.	Entered.								
	Sailing.			Steam.			Total.		
	Vessels.	Cubic Metres.	Crews.	Vessels.	Cubic Metres.	Crews.	Vessels.	Cubic Metres.	Crews.
1861 ..	1,036	56,604	7,374	140	28,854	2,847	1,176	85,458	10,221
1865 ..	902	55,197	5,800	90	22,512	2,359	992	77,709	8,159
1866 ..	..	..	..	..	..	..	..	..	..
	Cleared.								
1861 ..	884	60,442	5,929	135	37,846	3,738	1,019	98,288	9,667
1865 ..	819	56,924	5,417	88	22,117	2,303	907	79,041	7,720
1886 ..	..	..	..	..	..	..	..	..	..

A Government Return (the last published) gives the following Statistics of the Wrecks occurred on the coasts of the Central and Southern Maritime Departments of Portugal; in other words, on the Coasts of this Consular District, in the year 1864 :—

Nationality of Vessel.	No. of Wrecks.	Tonnage in Cubic Metres.	No. of Crew Saved.
Prussian	1	135	All
Spanish	2	180	All
Portuguese	2	338	All
English	2	360	All

Subjoined is a Return of the Ships built at the different private yards in the Central and Southern Departments of Portugal between the 1st January, 1860, and 31st December, 1865 :—

Where built.	No. of Ships built in each Year.						Total No. of Ships built.	Tonnage in Cubic Metres.
	1860	1861	1862	1863	1864	1865		
San Martinho	2	4	3	1	2	5	17	2,248
Penicho	..	..	..	1	1	3	5	120
Criceira	..	..	..	..	1	..	1	11
Lisbon	1	..	2	2	3	2	10	3,520
St. Ubes	3	2	..	2	2	2	11	1,353
Lagos	1	..	..	..	..	..	1	50
Villa Nova de Portimao ..	2	2	1	2	2	4	13	98
Faro	1	6	7	4	4	2	24	828
Olhao	..	..	..	2	..	3	5	123
Savira	..	..	2	1	..	..	3	101
Villa Real de Sto. Antonio.	..	..	..	..	..	1	1	17
	10	14	15	15	15	22	91	8,469

No new ships built at Lisbon during the year 1866.

For the scale of port charges at Lisbon, for rates of sea and river pilotage, and for an accurate list of the light-houses erected in the harbours, and on the coasts of Portugal, I beg to refer to the Report of my predecessor, the late Mr. Consul Smith for the year 1861, which will be found at page 140 of the volume of Consular Commercial Reports

presented to Parliament in 1862, the information contained in that Report upon these subjects being applicable without modification to the present time.

The Quarantine Regulations of the port will also be found at page 625 of the 2nd part of the Consular or Commercial Reports received at the Foreign Office during the year 1865.

St. Ubes.

At this, as at all the other out-ports in this Consular District, the trade is almost entirely one of export, the importation of foreign manufactured goods requiring the Customs' seal affixed to them being permitted solely at the Head Custom Houses at Lisbon and Oporto.

The following Table shows the number of British and Foreign vessels which entered this port in ballast and cleared with cargoes of salt, cork-wood, oil, and oranges in the years 1864, 1865, and 1866 respectively.

Nationality.	1864.		1865.*		1866.	
	Vessels.	Tonnage.	Vessels.	Tonnage.	Vessels.	Tonnage.
British	19	3,005	34	6,661	29	5,956
French	21	3,061	17	2,490	17	2,958
Norwegian	28	6,162	51	12,518	59	13,752
Swedish	33	6,264	29	11,100	49	10,900
Belgian	5	1,119	2	217	8	1,724
Dutch	16	2,182	12	1,554	23	3,198
Danish	23	2,956	21	2,448	20	2,624
Hanseatic	2	308	4	1,018	5	1,526
Russian	13	3,996	13	5,050	17	5,861
Prussian	7	1,992	4	1,582	6	2,258
Hanoverian	1	80	..	..	6	5,000
Portuguese	..	..	50	8,322	..	..
Spanish	22	2,197	25	1,637	25	2,176
Mecklenburg	..	..	1	168	..	..
Oldenburg	..	..	1	280	..	..
Total	190	33,322	264	55,045	264	57,933

Sines.

The trade of this small port consists entirely in the export of cork, wood, and fruits.

In 1866 the number of British and foreign vessels which loaded here was as under :—

Nationality.	Vessels.	Tons.	Invoice Value of Cargoes.
			£
British	55	11,875	37,896
Foreign	20	2,910	10,384
Total	75	14,785	48,280

Great Britain enjoys, therefore, nearly the monopoly of the trade with this port, which has, however, remained nearly stationary for several years past.

* In the year 1865 two British vessels arrived to perform quarantine, and one put in from stress of weather, and one steamer to coal. One British vessel brought a cargo of coal and iron, but all the others arrived in ballast.

Faro.

This is the principal port of Algarve, and exports chiefly dry figs, raisins, and cork-woods. Our trade with it appears to be decreasing, the number of British vessels cleared with cargoes in the undermentioned years having been as follows:—

	No. of British Vessels.	Tons.
1861	22	2,577
1862	29	3,311
1864	27	..
1865	15	2,324
1866	14	2,429

The total value of the cargoes of the fourteen British vessels in 1866 was 9,414*l.*

Villa Real de Santo Antonio.

This port, as it has been frequently stated in former Reports from this Consulate, to which I beg to refer, was, previously to 1859, scarcely, if at all, frequented by British shipping.

The exports consisted entirely of the products of the coast fisheries—tunny fish and sardines—which were carried coastwise to Lisbon and other ports of the kingdom, or exported to the Mediterranean. In the year 1852, however, a valuable mine of sulphuret of copper, situated at San Domingo, about 40 miles from Villa Real, began to be profitably worked; and the result has been an export trade continually increasing in importance, and which now employs annually between 500 and 600 British vessels, which load at Pombras, a place about 28 miles from Villa Real, and 12 miles from the mouth of the mine. The steady increase of our shipping at this port from the beginning of 1859 to the end of 1866 will be seen from a glance at the subjoined Table which shows the number and tonnage of British vessels which have cleared thence annually with cargoes of mineral ore within the period in question:—

	Vessels.	Tonnage.
1859	39	5,577
1860	144	22,182
1861	170	25,547
1862	211	29,117
1863	446	63,992
1864	504	74,624
1865	457	78,177
1866	514	103,935

The total value of the ore shipped by these 514 British vessels in 1866 is estimated at 259,305*l.*

The Port charges at Villa Real are as follows:—

On vessels entering with cargo and clearing with cargo, per cubic metre measurement, 135 reis.

On vessels entering in ballast and clearing with cargo, per cubic metre, 90 reis.

On vessels entering in ballast and clearing in ballast, 225 reis.

The pilotage, in or out, over the bar is at the rate of 30 reis for every

cubic metre on vessels measuring under 150 metres, and 10 reis for each additional metre above 150, provided always that the pilotage on any vessel shall in no case exceed a maximum of 58,400 reis, nor fall below a minimum of 800 reis.

The above rates do not include the river pilotage, which is 1,200 reis for the first day, and 600 reis for each subsequent day the pilot may be on board.

The steam-tug charge between Villa Real and Pomerão is 60 reis for every ton register each way, or 120 reis per ton for the round voyage.

The agent of the mine also charges 31,000 reis on each vessel for agency.

The average rate of freight to Great Britain is 16 shillings a-ton.

Some further particulars with reference to this prosperous undertaking will be found in a subsequent portion of my Report under the head of "Mines."

Trade and Commerce.

Exports and Imports.—The subjoined Table shows the value in sterling of goods imported, exported, and re-exported through the Lisbon Custom-house in the financial years 1860-61 and 1861-62, and in the civil years 1864 and 1866 respectively, distinguishing between the total values and those referable to Great Britain and her colonies. This division into financial and civil years is inconvenient for the purposes of comparison; but it is inevitable, in consequence of the Custom-house statistics of Portugal being published in varying forms and at intermittent periods.

	Imports.		Exports.		Re-exports.	
	From Great Britain.	Total Imports.	To Great Britain.	Total Exports.	To Great Britain.	Total Re-exports.
	£	£	£	£	£	£
1860-61 ..	1,806,224	3,336,887	385,155	1,256,357	..	414,281
1861-62 ..	1,604,664	3,174,958	251,341	882,387	..	340,217
1864	1,522,980	3,085,190	266,150	923,757	204,614	363,453
1866	..	..	..	..	..	..

The following is a comparative statement of the revenue of the state and municipal Custom-houses at Lisbon for a period of ten years, from 1856-57 to 1865-66 inclusive. The municipal Custom-house is charged with the collection of consumption (*octroi*) duties only.

	State Custom House.	Municipal Custom House.
	Reis.	Reis.
1856-57	2,138,000,000	763,000,000
1857-58	2,021,000,000	666,000,000
1858-59	2,148,000,000	794,000,000
1859-60	2,152,000,000	779,000,000
1860-61	2,565,000,000	824,000,000
1861-62	2,563,000,000	917,000,000
1862-63	2,762,000,000	1,003,000,000
1863-64	2,815,000,000	968,000,000
1864-65	2,578,348,000	1,090,000,000
1865-66	2,540,409,917	1,193,000,000

From the above figures it will be seen that while up to the year

1863-64 there had been a progressive increase in the receipts of the state Custom-house, the receipts for the last two years have been diminishing. This has also been the case at Oporto; and as the receipts of these two Custom-houses constitute about nine-tenths of the whole Customs revenue, this circumstance, coupled with the fact that the receipts at the smaller Custom-houses in the kingdom and the adjacent islands have maintained an uninterrupted upward movement, has caused considerable anxiety to all who are interested in the development of the revenue; and the Government have recently named, in consequence, a Commission to report upon the causes of the falling off, and to propose such changes in the Customs regulations as may appear necessary, in order to put an end to so unsatisfactory a state of things. One of the causes, at any rate, is so obvious that it is to be hoped the Commission will not fail to insist strongly upon it; and this is the exorbitant rates of duty still levied on all foreign manufactures, and which necessarily compel a stationary, if not a diminishing, rate of consumption.

The exports of wine and oil from the port of Lisbon, in the three years last past, were as under :—

	Wine.	Oil.
	Pipes.	Pipes.
1864	11,556	8,951
1865	11,206	3,803
1866	13,471	9,471

Increase in 1866, as compared with 1865 :—Wine, 2,265 pipes; oil, 5,668 pipes.

The exports from Lisbon, of the precious metals, during the year 1866, were—gold, 389,250*l.*; silver, 69,336*l.*; making a total of 458,586*l.*

Tariff.—The existing Portuguese tariff, as is well known, is highly protective, and indeed, in many instances, virtually prohibitive in its operation upon foreign manufactures. Upon these it is levied almost entirely by weight, the consequence being that the coarser descriptions, which are also those in greatest demand, are saddled with exorbitant duties, to the exclusion, more or less complete, of many foreign articles which are not, and cannot be, produced in the country. These duties press with undue severity on the imports from Great Britain and her Colonies, of the great staples of salt fish, woollens, cottons, linens, and hardware. The importance of this fact will be better appreciated when it is remembered that the imports from Great Britain into Portugal have long averaged more than 50 per cent. of the imports from all sources. The subjoined Table shows the imports into Portugal from all sources, and from Great Britain, respectively, together with the *ad valorem* incidence of the duties collected upon the British portion for the years 1861 and 1865 respectively, the two latest for which complete official returns have been published. The *ad valorem* effect, however, is in reality far greater than appears from the Table, partly because the totals include considerable quantities of raw material of different kinds, which enter duty free, or at a nominal duty; and, secondly, because the valuation of the Custom-house, which is purely arbitrary, is unquestionably excessive in most instances,* and therefore fallacious, since, obviously, the higher the value of the goods, the lower will be the percentage of duties.

* A gentleman of long experience in the woollen trade states it as his firm conviction that the value given to woollen imports in the official tables is at least double the real value of the articles; and I have good authority for saying that in other important classes of the tariff and over-valuation is at least as high.

Year.	Total Imports into Portugal.	Imports from Great Britain.	Duties actually collected on imports from Great Britain.	Ad valorem effect of Duties on Imports from Great Britain.
	£	£	£	Per cent.
1861	5,918,870	3,204,120	661,248	20·63
1865	5,516,118	2,724,217	700,770	25·72

These figures are eloquent, since, if the average of duties on all imports, including raw material, &c., admitted duty free, or at nominal rates, is as high as 25 per cent., it will scarcely be matter of surprise that, according to carefully made and thoroughly trustworthy calculations, the duties upon woollen manufactured goods vary from 30 to 107 per cent. upon the principal articles of import, the average being as high as 60 or 70 per cent.; that the duties upon linen manufactures vary from 24 to 80 per cent., notwithstanding the rise of value in linens, the indirect consequence of the American war; that the duties upon cottons, at the normal values current before the war, ranged as high as from 35 to 133 per cent.; that salt cod-fish, one of the first necessaries of life in this country, pays a duty exceeding, on the showing of the Custom-house itself, 30 per cent.; and that English heavy hardware, of descriptions not manufactured in this country, is saddled with duties in many cases amounting to more than cent. per cent. upon the value.

Notwithstanding these high duties, the national manufactures do not prosper; and some which were started in order to take advantage of the protection thus held out, have been compelled to wind up disastrously. On the other hand, it is superfluous to dwell upon the encouragement thus extended to smuggling; but, as a striking instance in point, I may mention as a fact, for which I have the best authority, that an agent in Lisbon undertakes to deliver any quantity of foreign silk goods in the city at a charge of only 20 per cent. on their prime cost, a charge less than the average duty on the whole class of silks, and of course insignificant compared with the duties payable on the majority of silk textures.

Again, before the present heavy scale of duties was in force, there existed here a very considerable transit trade with Spain, especially in stuff goods; and not only has this entirely ceased, but the Portuguese provinces are now overrun with Spanish woollens smuggled across the frontier—in many instances by Portuguese manufacturers themselves, who sell them as their own production.

The duties upon woollens, besides being excessively high, are moreover, in many instances, inconsistent and illogical. Printed baizes, for example, which are not made in the country, are charged 400 reis per kilogramme; while carpets, of which there are manufactures here, are charged only 350 reis per kilogramme.

Other anomalies are, that an extra duty is levied upon articles when they are of more than one colour; that if a single thread of silk be introduced into the manufacture, 25 per cent. additional duty is charged; and that if either the weft or warp be silk, the duty is charged as if the article were wholly of silk.

Memorials from the dealers in woollens, both here and at Oporto, praying for a reduction of the duties, and pointing out the evils caused by the present high rates, have been presented to the Chambers from time to time, but without avail. The native manufacturers have great influence, many public men being interested in their works; and the cry of protection to native industry has been all-powerful hitherto, though it may be beginning now to lose some of its force.

The foregoing remarks apply, *mutatis mutandis*, to cottons, linens, and hardware; and instances, similar to the above, might be multiplied, if space permitted, and if the facts were not already notorious, both at home and here.

A timid and halting step in the direction of a more liberal policy has recently been made by the signing of a Commercial Treaty between Portugal and France, which is now awaiting (as is customary in this country) the legislative sanction in order to its ratification by the Crown. By this instrument the Customs duties in France, upon certain natural products of Portugal and her Colonies, which form, and must long continue to form, the main of her exportation, are reduced to the level of, or below, the rates consigned in other commercial treaties already existing between France and other nations, or are guaranteed the continuance of the low duties which the present French tariff imposes upon the articles in question.

The principal natural products affected by the treaty are fresh and dried fruits; locust beans (*alfarroba*); olive, palm, cocoa-nut, and other oils; marble, of which Portugal possesses a rich variety of descriptions, but of which the export is insignificant, owing to the difficulties of transport; metals and wines.

On the other hand, the reductions of the Portuguese tariff in favour of France are applicable chiefly to textures made up, and to mixed textures, in regard to both of which the present duties are prohibitive, and the importation consequently trifling; to silks; to felts (*pellucias*), which are not manufactured in the country, and which furnish the raw material of the hat trade; to certain works in metals; to carriages; to yarns of flax and hemp, &c.

With respect to navigation, the treaty secures the national treatment of the ships of each country in the ports of the other, in regard to tonnage duties, and duties leviable upon the ship itself; and as respects the cargo, the national treatment reciprocally with reference to the direct trade, while the indirect trade will remain subject to the present differential duties until, at any rate, the 1st July, 1869.

Such are the main provisions of a treaty which, in one language alone, occupies twelve closely printed folio columns of the Official Gazette; yet, according to the statement of the Minister of Foreign Affairs, if the reductions of duties on imports into Portugal which are thus stipulated in favour of France, were made extensive to all other nations, the loss to the revenue, even on the hypothesis that no increased importation should result from the reductions, would only amount to 100,000,000 reis (about 22,000*l.*). This insignificant sum may be accepted as a gauge of the extent to which free-trade doctrines have penetrated into Portugal, or at least of the extent of ground which they have been able to make good against ignorance, prejudice, and private interests.

One of the Ministers of the Crown recently stated in the Chamber that no reduction of duties would henceforth be made without obtaining a *quid pro quo*; that although the Government were not averse to reforms in the tariff, such reforms could only properly be made by treaty; and that in fact the Portuguese tariff of the future would be a treaty tariff.

This is equivalent to saying that the interests of the consumer will be, as they have so long been in the fiscal legislation of Portugal, postponed to those of the native manufacturer, who will continue to enjoy protection, not only for his own few and comparatively unimportant products, but also (and this is the strangest anomaly) for the far larger class of manufactured goods which are not, and cannot be, produced here; and that this state of things is to continue until other countries see fit to modify their tariffs by commercial treaties; and as regards us, until

Great Britain consents to relieve the unfortunate Portuguese taxpayer by admitting the highly alcoholic wines of this country on the same terms as the lighter vintages of France, Germany, and Greece. It would be unjust not to add that the Government are, in all questions of political economy, far in advance of the country; and as a proof of the almost insuperable difficulties they have to contend with, I may mention that the very gentle manipulation with which the existing tariff is threatened by the Franco-Portuguese Treaty has been sufficient to cause the Chambers to be inundated with petitions and protests against its stipulations from every class of manufacturers and artisans who imagine their interests may be even remotely affected by them.

In one of these petitions, the manager of a large iron foundry company here anticipates ruin to the concern, from the fact that, by the French treaty, the duty upon cast iron will be reduced from 75 reis to 40 reis per kilogramme, although the lower duty is equivalent to a protection of from 100 to 150 per cent. upon the price of the commoner castings, as delivered at any seaport in England. It is true that this gentleman complains, with much justice, that the raw material, or pig iron, is saddled with a duty amounting to 20 per cent. *ad valorem*, an anomaly which it is now proposed by the Portuguese Government to rectify;* but even with this amount of dead weight to carry, it is difficult to realize that so high a protection can be insufficient to enable the native manufacturer to compete with the foreigner.

Independently of this partial and interested opposition, there is a disinclination among all classes here to the principle involved in commercial treaties—a disinclination based upon the generally received, though not infallible, axiom that no transaction between two parties can possibly be beneficial to both.

If the foregoing observations upon the character and consequences of the existing Portuguese tariff be well founded, they will go far towards explaining the fact already noticed, of the recent diminution of the Customs receipts; and the inference to be drawn from them would be discouraging indeed for the future prosperity of the country, if it were fair to assume that the present fiscal policy could long subsist unchanged. This is far, however, from being the case. The Legislative Chambers number many ardent and enlightened advocates of free-trade doctrines; the value and significance of accurate statistics are becoming more and more generally appreciated here; the Government are earnestly endeavouring to secure national education on a large and solid basis, and increased and increasing means of intercommunication will combine with a wider diffusion of the elementary truths of political economy to remove local prejudices and misconceptions, which are the most formidable barriers a liberal Finance Minister has to contend with in a country, the advance of which has been retarded more, perhaps than from any other cause which could be assigned, from its geographical isolation, aggravated, rather than tempered, by its contiguity to Spain.

Banks.—The following Tables, extracted from Government returns, show the principal operations of the various Lisbon Banks during the year 1866:—

* A Project of Law is now (May 24) before the lower Chamber, by which the duties upon steel in bars, and rough forged and sheet-iron are to be reduced to 5 per cent. *ad valorem*, and those upon iron were drawn to 10 per cent. *ad valorem*.

RATES of Discount for Three Months' Bills during the Year 1866 at the principal Banks in Lisbon.

Name of Bank.	Periods.	Rate of Discount.	Yearly Average.
		Per cent.	
Banco de Portugal ..	January 1 to March 19.. ..	7	6·56 per cent.
	March 19 to May 13	6	
	May 13 to May 27	7	
	May 27 to August 31	8	
	August 31 to September 20 ..	7	
	September 20 to September 30	6½	
	September 30 to December 27	6	
	December 27 to December 31..	5	
Banco Nacional Ultramarino	January 1 to June 1	7	7·10 ,,
	June 1 to September 8 ..	8	
	September 8 to September 29..	7½	
	September 29 to November 3..	7	
	November 3 to December 31 ..	6	
Banco Lusetano ..	January 1 to December 31 ..	7, 7½, 8, 6, 6½	7 ,,
London and Brazilian Bank (Limited)..	January 1 to May 16	7	7·75 ,,
	May 16 to May 31	8	
	May 31 to September 3 ..	9	
	September 3 to December 31 ..	7	

MONTHLY Return of Cash in the different Lisbon Banks during the Year 1866.

	Banco de Portugal.		Banco Nacional Ultramarino.	Banco Lusitano.	Companhia Geral de Credito Predial Portuguez.	London and Brazilian Bank.
	Paper.	Total.				
	Reis.	Reis.	Reis.	Reis.	Reis.	Reis.
January	336,713,800	1,688,944,381	166,943,880	212,691,091	159,130	124,849,091
February	336,399,000	1,461,911,251	106,536,253	111,336,045	110,475	157,868,722
March	328,199,000	1,502,379,132	140,148,237	77,610,824	100,330	163,420,492
April	329,240,200	1,168,576,717	150,156,614	71,326,136	80,485	108,607,111
May...	329,246,200	1,006,014,410	133,481,645	85,338,874	80,485	202,991,044
June	329,868,400	1,212,827,843	100,945,556	140,054,564	98,915	105,140,776
July	329,899,600	1,844,732,647	104,866,619	184,298,161	75,970	158,798,638
August	329,451,000	1,770,971,825	120,633,368	119,258,475	61,815	99,243,489
September	329,690,000	1,778,640,618	116,077,596	165,664,156	79,894	98,812,582
October	329,718,600	1,505,042,581	166,751,465	187,254,697	2,787,189	66,260,587
November	329,646,800	1,345,916,021	133,608,711	119,538,091	6,331,091	92,896,000
December	328,516,400	1,300,404,843	139,259,889	112,727,191	6,418,857	98,855,778

MONTHLY Return of Bills Discounted by the different Lisbon Banks during the Year 1866.

Months.	Banco de Portugal.	Banco Nacional Ultramarino.	Companhia Geral de Credito Predial, Portuguez.	London and Brazilian Bank.	Banco Lusitano.
	Reis.	Reis.	Reis.	Reis.	Reis.
January..	4,935,871,021	754,305,424	342,000,000	866,201,968	463,393,012
February.	4,740,359,551	863,255,687	342,000,000	873,144,306	582,050,603
March ..	5,328,467,684	857,490,714	347,600,000	834,684,553	567,446,692
April ..	5,622,389,921	873,797,941	347,600,000	690,019,576	582,817,566
May ..	5,482,681,214	892,954,122	367,000,000	617,422,960	661,110,463
June ..	5,318,915,962	846,587,654	347,600,000	556,728,566	609,483 812
July ..	4,998,641,575	1,146,307,816	347,600,000	469,605,629	931,949,139
August ..	4,780,961 998	1,155,875,605	347,600,000	428,455,911	888,562,242
September	4,769,667,400	1,114,014,002	354,200,000	382,967,897	803,013,202
October ..	4,815,905,586	1,200,529,775	354,200,000	382,377,392	872,835,650
November	4,716.365,009	1,211,869,834	354,200,000	305,984,194	920,258,664
December	4,793,733,338	1,296,336,914	354,200,000	272,543,009	949,758,965

MONTHLY Return of Loans upon Security by the different Lisbon Banks during the Year 1866.

Months.	Banco de Portugal.	Banco Nacional Ultramarino.	Banco Lusitano.
	Reis.	Reis.	Reis.
January	2,009,219,444	127,028,442	38,450,000
February	1,948,912,644	144,886,931	40,147,445
March	1,922,725,344	126,266,628	50,847,445
April	1,889,931,419	141,760,477	57,277,445
May..	1,840,247,955	144,372,585	60,477,445
June	1,846,476,125	145,571,974	57,280,000
July..	1,925,983,070	169,561,750	130,305,000
August	1,911,787,945	196,751,218	170,743,000
September	1,985,011,945	239,464,643	154,722,884
October	2,014,810,245	189,969,658	184,502,884
November	2,054,212,125	214,567,344	176,654,884
December	2,012,920,400	211,457,230	193,395,500

MONTHLY Return of Deposits in the different Lisbon Banks during the Year 1866.

	Banco de Portugal.		Banco Nacional Ultramarino.	Banco Lusitano.	London and Brazilian Bank.
	Paper.	Total.			
	Reis.	Reis.	Reis.	Reis.	Reis.
January ..	276,790,200	1,712,692,047	444,621,475	115,710,135	463,345,513
February .	276,475,400	1,628,982,093	414,808,629	186,183,425	496,185,386
March ..	268,275,400	1,765,952,656	474,358,981	187,763,250	508,496,121
April ..	269,316,600	1,914,068,595	470,422,044	166,769,290	452,440,039
May ..	269,322,600	1,786,717,334	465,150,408	216,120,445	333,577,530
June ..	269,944,800	1,755,827,404	362,210,980	236,094,755	226,507,802
July ..	269,976,000	1,903,068,375	323,909,716	297,960,675	194,210,036
August ..	269,527,400	2,254,942,175	369,157,746	276,152,870	193,868,704
September	269,766,400	2,148,081,853	368,014,908	245,156,500	223,944,303
October ..	269,795,000	2,188,106,580	443,043,258	289,995,205	189,791,927
November	269,723,200	2,002,607,577	424,643,319	314,858,885	212 235,182
December	268,592,800	2,001,218,008	457,496,236	336,142,235	214,686,879

MONTHLY Return of Notes of the Bank of Portugal in Circulation during the Year 1866.

	Banco di Portugal.
	Reis.
January	1,708,336,000
February..	1,550,316,000
March	1,818,948,000
April	1,723,352,000
May	1,373,348,000
June	1,338,446,000
July	1,334,246,000
August	1,471,666,000
September	1,484,166,000
October	1,520,464,000
November	1,457,690,000
December	1,427,604,000

Subjoined is the official quotation of the prices of shares in four of the above-named banks on December 31, 1866 :—

Name of Bank.	Shares.	Paid.	Prices quoted.
	Reis.		Reis.
Banco de Portugal	500,000	All.	499,000 to 500,000
Banco Nacional Ultramarino ..	100,000	70,000	68,000 69,000
Companhia Geral de Credito Predial.	90,000	9,000	17,500 18,000
Banco Lusitano	100,000	40,000	38,000 39,000

Rates of Exchange.—The following were the average rates (monthly) of exchange at Lisbon, during the year 1866, for bills on London at 30 days' sight (pence per milreis) :—

	Average Rate.
January	$52\frac{5}{6}$
February	$52\frac{5}{8}$
March	$52\frac{5}{6}$
April	$52\frac{5}{8}$
May	$52\frac{3}{4}$
June	$52\frac{19}{20}$
July	$52\frac{5}{32}$
August	$52\frac{3}{4}$
September	$52\frac{29}{40}$
October	$52\frac{3}{4}$
November	$52\frac{3}{4}$
December	$52\frac{3}{4}$

ENGLISH Equivalents of Portuguese Money, Measures, and Weights.

Money.

		£	s.	d.
1 real	equal	0	0	0·053
100 reis	„	0	0	$5\frac{1}{3}$
1,000 „ (or milreis, written 1,000)	„	0	4	$5\frac{1}{3}$
4,500 „ (or 4,500 reis) ..	„	1	0	0

Linear Measure.

1 kilometer .. .. equal 1093·633 yards.

Superficial Measure.

1 square kilometer .. equal 1,196,033·1,386 square yards.

Dry Measures of Capacity.

1 alqueire	equal	0·36 bushels.
or	„	0·045 imp. quarter.
$2\frac{3}{4}$ alqueires	„	1 bushel.
22 „	„	1 imp. quarter.
1 moio (or 60 alqueires) ..	„	2·70 „
1 hectolitre	„	2·751 bushels.

Measures of Capacity for Liquids.

1 almude	equal	3 gallons	2·917	quarts.
1 pipe (or 25 almudes) ..	„	93 „	0·926	„
1 litre	„	0 „	0·880	„
1 hectolitre	„	22 „	0·039	„

Weights.

		lbs.	ozs.	drms.
1 pound (or arratel) ..	equal	1	0	3·052
1 arroba (or 32 arrateis) ..	„	32	6	1·735
1 kilogram	„	2	3	4·48

Tonnage Measurement.

100 cubic metres (approximately) „ 88·290 tons register.

The old Portuguese system of weights and measures is being gradually superseded; but both are now used indifferently.

III. Agriculture.

Cereals.—The backward state of agriculture in Portugal is evidenced by the fact that from a remote period, dating at least two centuries back, this country has never, but in years of exceptional abundance (even if then), been able to produce sufficient corn for her own consumption. The present annual deficiency of the crops is calculated to be, on the average, equal to the total annual consumption of Lisbon; still, within the last two years, the laws regulating the admission of foreign breadstuffs were virtually prohibitive; but the constantly recurring necessity of relaxing these laws led the Government at least to modify them considerably in a liberal sense. This they did by a decree dated the 18th April, 1865, and which, though it has not yet received the legislative sanction, is still in force.

The rates of duty leviable on foreign grain in accordance with the above decree, are stated in a Table comprised in the Report of my predecessor for the year 1864.

The new system thus adopted has been much canvassed in the country, and has met with no small hostility from the landed interest; but a series of valuable statistics, which have recently been published by the Government to show the operation of the Decree during the last eight months of 1865 and the whole of 1866, satisfactorily dispose of the arguments which have been employed against it. The figures in question demonstrate, in fact, that while an adequate supply of the first necessary of life has been secured to the consumer, the remuneration of the producer has certainly not diminished, if indeed it has not increased, while, as a collateral and not unimportant result, the extreme fluctuations of price, which were advantageous to the speculator alone, have been put an end to.

All the Tables published by the Government upon this subject are of great interest, but some of them refer to the whole of Portugal, and others are too voluminous for the limits of this Report. I have, therefore, confined myself to selecting some, and abstracting from others, so as to show in a compendious form—

1st. The quantity of foreign grain despatched for consumption through the sea and land Custom-houses within the Consular district of Lisbon, during the year 1866, together with the range of prices during the same period, and

2ndly. Some of the effects of the operation of the Decree of the 11th April, 1865.

To these data I have ventured to add a Table showing the total production of cereals in the kingdom of Portugal during the ten years from 1853 to 1863 inclusive, because, although it does not refer exclusively to this Consular District, the information it supplies is of great interest, and has not, as far as I am aware, been yet published in England.

FOREIGN Grain despatched for Consumption within the Consular District of Lisbon during the Year 1866.

Place.	Quantities.	Value.
	Kilos.	Milreis.
Lisbon*	16,968,955	899,792
Othao	1,499,976	88,518
St. Ubes	9,580	360
Elvas	3,491,376	167,606
Portolegre	277,358	12,560
Aldeia Nova	36,612	1,918
Total	22,283,857	1,170,754

HIGHEST and Lowest Prices (Monthly) of Wheat, Indian Corn, Rye, and Barley, in the Lisbon Market, during the Year 1866 (reis per alqueire).

	Wheat.		Indian Corn.		Rye.		Barley.	
	Highest.	Lowest.	Highest.	Lowest.	Highest.	Lowest.	Highest.	Lowest.
January	780	560	400	320	430	415	440	430
February	790	560	400	380	440	425	440	430
March	820	560	440	400	450	440	450	430
April	780	600	440	400	435	430	440	440
May	760	560	440	440	440	435	440	410
June	760	560	450	310	420	360	410	380
July	780	530	420	320	390	370	375	365
August..	780	600	410	340	400	380	390	380
September	770	570	420	300	400	355	395	380
October	760	590	410	240	430	415	395	335
November	790	610	420	300	415	360	370	355
December	780	620	430	300	420	410	405	390

* Although 16,968,955 kilogrammes were cleared for *consumption* at Lisbon during the year, only 13,519,709 kilogrammes were imported during the same period, the excess of 3,449,246 kilogrammes being the surplus of grain imported during 1865, which remained in bond on the 1st January, 1866. The same difference holds good throughout, but its amount cannot be specified, since as yet it is only at Lisbon that the returns distinguish between quantities *admitted* and *cleared* for consumption.

COMPARATIVE Statement of Foreign Breadstuffs entered in Bond at Lisbon from the 20th April, 1865 (on which day the Decree of the 11th April came into force), until the 31st December, 1865, a period of 8 months and 10 days, and from the 1st January to the 31st December, 1866.

Whence coming	Wheat.		Indian Corn.		Barley.		Oats.		Flour.		Total.	
	1865.	1866.	1865.	1866.	1865.	1866.	1865.	1866.	1865.	1866.	1865.	1866.
Nantes .. .. kilos.	8,199,789	3,909,820	..	..	..	246,915	..	..	14,270	137,086	8,214,059	4,293,821
Odessa .. .. „	6,390,828	3,096,630	..	..	..	715,058	..	..	..	..	6,390,828	3,811,688
New York .. „	2,943,270	..	..	..	..	..	..	..	404,332	270	3,347,602	270
Oran .. .. „	1,814,286	..	..	..	261,916	..	..	..	..	..	2,076,202	..
Trieste .. .. „	1,510,167	1,374,444	409,419	..	..	..	..	..	..	..	1,919,586	1,374,444
Rustendjie .. „	1,482,673	..	..	..	..	..	..	..	..	..	1,482,673	..
Hamburg .. „	273,843	1,392,544	..	..	..	..	..	..	..	3,576	272,843	1,396,120
Spain (by rail) .. „	1,016,504	..	..	..	21,762	..	..	..	..	..	1,038,266	..
Cork .. .. „	224,851	722,842	29,962	..	..	..	4,093	..	..	..	258,906	722,842
Liverpool .. „	672,632	..	..	..	145	95	1,062	..	..	90	673,839	185
Sulina .. .. „	632,080	..	..	..	..	..	..	..	..	..	632,080	..
Enos .. .. „	617,509	..	..	..	..	..	..	..	..	..	617,509	..
Moriecq.. .. „	428,233	..	..	..	..	..	..	..	..	..	428,233	..
London .. .. „	423,547	..	..	..	..	..	..	87	8,313	..	431,860	87
Banato .. .. „	388,321	..	..	..	..	..	..	..	..	..	388,321	..
Galatz .. .. „	310,727	7,156	469,882	..	..	80,887	..	..	..	..	780,609	88,043
Marseilles .. „	291,359	..	..	136,250	..	106,671	..	..	4,928	24,971	296,259	267,892
Pornick.. .. „	275,509	..	..	..	..	..	..	..	..	..	275,509	..

COMPARATIVE Statement of Foreign Breadstuffs entered in Bond at Lisbon, &c.—*continued.*

Whence Coming.	Wheat.		Indian Corn.		Barley.		Oats.		Flour.		Total.	
	1865.	1866.	1865.	1866.	1865.	1866.	1865.	1866.	1865.	1866.	1865.	1866.
Gibraltar .. kilos.	275,476	..	180,635	..	731,533	338,593	..	..	54,471	..	1,242,115	338,593
Salonica .. „	259,296	..	..	..	..	..	..	..	..	..	259,296	..
Malden .. .. „	233,703	..	..	..	..	..	..	..	..	..	233,703	..
Les Sables .. „	217,119	..	..	..	..	..	..	..	..	..	217,119	..
Paimbeuf .. „	203,362	..	..	..	..	..	..	..	..	..	203,362	..
Genoa .. .. „	187,441	..	..	..	..	..	..	..	..	..	187,441	..
Bourgneuf .. „	148,165	..	..	..	..	..	..	..	..	..	148,165	..
Saint Gilles .. „	127,820	..	..	..	..	..	..	..	..	..	127,820	..
Nemours .. „	101,988	..	..	..	..	..	..	..	..	..	101,988	..
Cadiz .. .. „	75	..	..	..	..	..	..	..	..	..	75	..
Casa Branca .. „	..	..	959,363	328,164	..	..	..	..	..	..	959,363	328,164
Mazagan .. „	..	..	952,841	..	..	..	..	..	..	..	952,841	..
Saffi .. .. „	..	..	380,155	63,017	..	..	..	..	..	..	380,155	63,017
Magador .. „	..	..	46,661	..	..	..	..	..	..	..	46,661	..
Havre .. .. „	..	..	..	..	..	61	..	..	371,402	725,950	371,402	726,011
Bordeaux .. „	..	..	..	..	..	..	..	..	..	108,442	..	108,442
Rio di Janeiro .. „	..	..	..	..	..	..	..	..	..	90	..	90
Total	29,649,573	10,503,436	3,428,918	527,431	1,015,356	1,488,280	5,155	87	857,716	1,000,475	34,956,718	13,519,709

From the foregoing Table it appears that while, during the eight months of 1865 immediately following the relaxation of the Corn Laws, foreign breadstuffs were admitted at the Lisbon Custom-house to the amount of 34,956,718 kilogrammes, the importation in the whole of the following year, after the first rush to fill the vacuum had subsided, only amounted to 13,519,709 kilogrammes. The excess was distributed over all the different descriptions except barley and flour, of which the importation was somewhat larger in 1866 than in 1865.

It also appears that, whereas in 1865, wheat was imported from no less than 28 foreign ports and Indian corn from eight, these numbers fell, in 1866, to six and three ports of export respectively.

The next Table shows the annual mean importation of foreign grain into Lisbon during four periods, from 1800 to 1863, as compared with the actual importation since the recent alteration in the Corn Laws. The year 1864 is omitted in the original Tables from which mine are compiled, for what reason is not stated.

	Annual Mean Importation in the four under-mentioned periods.				Actual Importation in eight months of 1865, and in the whole of 1866.	
	1st Period, 1800 to 1819.	2nd Period, 1820 to 1837.	3rd Period, 1838 to 1854.	4th Period, 1855 to 1863.	April 20 to Dec. 31, 1865.	Jan. 1 to Dec. 31, 1866.
	Alqueires.	Alqueires.	Alqueires.	Alqueires.	Alqueires.	Alqueires.
Wheat ..	3,272,148	1,083,915	..	1,976,344	2,964,957	1,050,343
Indian Corn	1,279,955	154,138	..	947,462	342,891	52,743
Barley ..	1,275,853	484,923	..	214,967	101,535	148,828
Rye ..	209,190	45,547	..	43,565	..	..
Oats ..	30,853	517	..	4,464	515	8
Flour ..	1,485,806	102,989	..	272,946	85,771	100,047

The prices (reis per alqueire) during the same periods and years were as under :—

	Annual Mean Prices in the four under-mentioned periods.				Annual Mean Prices in 1865 and 1866.	
	1st Period, 1800 to 1819.	2nd Period, 1820 to 1837.	3rd Period, 1838 to 1854.	4th Period, 1855 to 1863.	1865.	1866.
Wheat ..	919	703	559	746	658	679
Indian Corn	645	405	367	474	419	380
Rye ..	626	411	351	476	385	410
Barley ..	513	349	290	382	324	402

In the first of the above periods, from 1800 to 1819, the importation, as will be seen, was larger, and the prices ranged higher, than in any of the others. The excess of importation was due to the demand created by the Anglo-Lusitanian army—a demand so extraordinary as to keep up prices at this high level notwithstanding the admission of grain duty free.

In the second period, 1820 to 1837, the prohibitive system was inaugurated, and then, at intervals, relaxed or modified according to circumstances. The importation during this period was moderate, and the prices may be considered as pretty nearly normal.

In the third period prohibition was apparently so effective that no foreign corn was entered at the Custom-houses. It must not be supposed,

however, that none entered the country. Vast quantities of corn were smuggled in across the Spanish frontier, and, says the Director-General of Commerce and Industry, to whose lucid Report I am indebted for the foregoing statistics, "On the border the land, although no seed was put into it, appeared in due season covered with wheat, clean, dry, and ready to put into sacks and carried to market."

In 1855, the commencement of the fourth and last period, this last resource of the consumer began to be no longer available. The opening of new roads and other means of communication in Spain furnished a safer and more regular market for the produce of the border country.

Spanish corn no longer found its way into Portugal; the nakedness of the land became evident, and the Government wisely determined to substitute a fixed scale of moderate protective duties for the uncertainty and disorder of the old system, with the result which has already been shown.

The following is a tabular statement of the mean annual prices (in reis per alqueire) of corn and grain in the Lisbon markets for a period of 56 years from the commencement of the century.

Year.	Wheat.	Barley.	Indian Corn.	Rye.
1800..	893⅛	651⅜	587½	560
1801..	1,000	665	..	926
1802..	630⅔	280	380	..
1803..	648⅝	440	580	520
1804..	775	468	600	..
1805..	845	496	440	..
1806..	710	440	446⅔	450
1807..	614 6/11	374⅜	..	400
1808..	1,132	577⅐	840	856
1809..	856	385⅝	680	495
1810..	1,166⅔	675	1,000	960
1811..	1,250	580	800	800
1812..	1,356	664⅘	1,000	..
1813..	915	506⅔	700	..
1814..	820	515⅝	611⅕	480
1815..	700	516⅔	580	360
1816..	860	546⅔	640	..
1817..	1,045	630	770	710
1818..	780	490	..	..
1819..	492 3/11	367½	325	..
1820..	600	300	320	..
1821..	604⅖	340	340	326⅔
1822..	695⅗	390	320	480
1823..	798 2/11	370	442½	480
1824..	771⅔	350	450	450
1825..	725⅖	300	454⅜	350
1826..	720	340	390	300
1827..	720	350	582⅓	..
1828..	628⅘	350	390	360
1829..	665⅝	440	360	373⅓
1830..	738 2/11	290	253⅓	400
1831..	800	400	390	492
1832..	720	365	490	433⅓
1833..	760	345	490	480
1834..	727½	340	338	370
1835..	727½	370	428	440
1836..	690	320	526⅔	490
1837..	570	322⅝	230	360
1838..	491¼	291⅜	270	300
1839..	450	270	300	288
1840..	645	352	538⅛	445
1841..	706½	407⅝	437	488

Year.	Wheat.	Barley.	Indian Corn.	Rye.
1842..	622 7/10	305	387	377
1843..	587	287 1/2	392 2/5	294 1/2
1844..	501 2/5	253	302	370 2/5
1845..	457 7/10	264 9/10	312 3/10	296
1846..	684 3/5	339 4/5	319 1/5	407 7/10
1847..	731	291 7/10	373 1/2	407 1/5
1848..	498	230 1/2	328	271 1/10
1849..	488 7/10	208 7/10	303 1/5	204 1/2
1850..	541	291 1/2	350 1/5	328
1851..	547 7/10	265 2/5	426 2/5	440
1852..	515 3/5	276	395 4/5	360
1853..	501 9/10	362 3/10	355 2/5	302 3/5
1854..	554 3/10	357	453 1/5	400
1855..	685 4/5	384	552 3/10	429 2/5

Subjoined is the statement referred to above of the quantity of corn and grain *produced* in Continental Portugal in the ten years 1853-1862, together with the annual mean production of the different descriptions.

	Wheat.	Indian Corn.	Rye.	Barley.	Oats.	Total of the different descriptions.
1853	2,059,064·59	5,078,618·60	1,530,959·88	696,490·49	194,648·46	9,559,782·02
1854	2,581,720·84	3,663,037·69	1,622,118·27	697,792·17	184.383·19	8,749,052·66
1855	2,179,025·84	5,382,618·16	2,097.355·94	606,396·16	178,068·62	10,443,464·72
1856	822,566·11	5,413,245·99	986,106·69	209,085·08	33,087·69	7,464,091·56
1857	2,460,650·89	5,898,590 13	2,007,850·50	658,062·58	171,004·43	11,191,158·53
1858	1,556,633·96	4,213,313·67	1,725,262·44	503,301·18	151,432·93	8,149,944·18
1859	1,651,824·36	5,849,918·52	1,466,320·40	603,347·50	137,259·46	9,708,670·24
1860	1,975,265·26	5,394,371·13	1,624,400·00	661,202·61	195,294·19	9,850,533·19
1861	1,934,480·23	5,408,942·05	1,580,958·91	494,494·70	165,021·20	9,583,897·09
1862	1,456,929·76	4,479,423·69	1,488,865·68	437,494·39	132,683·52	7,995,397·04
	18,678,161·84	50,782,079·63	16,130,198·71	5,567,666·86	1,542,884·19	92,700,991·23

Annual mean production of the different descriptions of corn and grain for the ten years above referred to.

Description.	Hectolitres.	Percentage of the different Descriptions.	Quota for each Inhabitant.
Indian corn.. ..	5,078,207·96	54·78	1. 27
Wheat	1,867,816·18	20·14	0·46
Rye	1,613,019·87	17·40	0·40
Barley	556,766·68	6·00	0·13
Oats..	154,288·41	1·66	0·03
	9,270,099·10		

The estimated production of cereals per square kilomètre in the under-named divisions of the Lisbon Consular District is as under:

Santarem, 130 hectolitres; Lisbon, 115 hectolitres; Portalegre and Evora, 48 hectolitres; Beja, 44 hectolitres.

The production per square kilomètre in two divisions of the north of Portugal being—

Braga, 502 hectolitres; Vianna, 316 hectolitres.

Vines.

The vineyards of the Lisbon district have never recovered from the effects of the oïdium.

The use of sulphur has been so far successful that when properly applied it preserves the grapes and invigorates the vine.

The wine, however, is not improved in quality, except that it loses, where sulphur has been used, the taste characteristic of the disease. Unfortunately it remains thin and poor, as compared with the vintages of years prior to the commencement of the disease, and not unfrequently acquires a sulphurous taste, of which it is very difficult to get rid.

The vintage of the Lisbon district in the year 1866 may be considered a total failure in regard to quality, there not having been sufficient heat to ripen the grapes properly.

In closing my observations under this section of my Report, I must not omit to mention a project of law which will probably be passed in the present session of the Cortes, and from which important results are anticipated in favour of the development of the agriculture of Portugal.

The object of this bill is to establish throughout the country a number of local agricultural banks.

For this purpose certain hospitals and other benevolent institutions, whose property is to be realized ("disamortized") under a previous law, are enabled, while retaining their pious and benevolent character, to apply their liberated capital to the formation of banks of agricultural and industrial credit.

The functions of these banks are to be confined to the following three operations:—

1. To make loans for the maintenance and improvement of farms, purchase of machinery, farming implements, manure, &c.

2. To make loans to small manufacturers for the purchase of raw material, machinery, tools, &c.

3. To act as savings' banks, receiving deposits from 10*d.* up to 40*l.*, the interest to commence when the deposits amount to 1,000 reis (4*s.* 5*d.*), and to be a centime, or one rei, per day.

These banks have also power reserved to them to issue bonds for a period not exceeding five years, and for a sum not to exceed the total amount of their capital loaned on security; and to issue share capital.

This law will supply a widely-felt want in the agricultural districts of Portugal, *i.e.*, throughout the country, as the small holders and farmers can now only borrow money on such usurious terms, that the lender is often master of the whole crop, while the cultivator must content himself with a bare subsistence. So little regard, however, has hitherto been paid in this matter to the first principles of political economy, that a tax of 10 per cent., first imposed in 1762, is still levied on the accruing interest of loans, even when such loans are made to facilitate agricultural improvement, or it may be to enable the cultivator to sow his land. An English gentleman, who possesses a property in the country near Lisbon, had been in the habit of lending small sums of money to his neighbours for purposes of this kind, without interest or written acknowledgment. In one instance, however, being ignorant of the existence of the tax in question, he was induced to lend a farmer a sum large enough to buy a yoke of oxen, and took a receipt for the debt; but though he charged, as usual, no interest for the money, the tax-gatherer got wind of the existence of the loan; and three or four years after it was made the lender had to pay up all arrears of the tax upon interest he had *not* received. His aid to his struggling neighbours, it need scarcely be said, has thenceforth been confined to sums so small as to require no security beyond a parole engagement.

IV.—Population and Industries.

Population.—The population of Continental Portugal, according to the last census, that of 1864, is thus returned:

Males, 1,955,929; females, 2,030,629; making in all, 3,986,558.

The population in 1822, according to a calculation of the learned and painstaking M. Adrien Balbi, did not exceed 3,173,000, which would give an increase of 813,558 during the last 42 years, or between 25 and 26 per cent. It is more than doubtful, however, whether the present population is not understated; the work of taking the census having been performed gratuitously by the inhabitants themselves, among whom the dread of increased conscription and taxation would act as inducements to diminish, rather than arguments, the field of these two disagreeable operations.

The subjoined tables give the population, baptisms, marriages, and deaths within the diocese of Lisbon in the year 1861, the latest year for which the statistics of births, marriages, and deaths have been published.

Number of	Parishes	371
„	Hearths	160,979
„	Inhabitants	590,716
„	Baptisms	21,339
„	Marriages	4,179
„	Deaths	14,976

Baptisms.

Number of	Baptisms	21,339
„	Infants	21,317
„	Adults	22
„	Males	11,052
„	Females	10,287

Marriages.

Number of	Marriages	4,179
„	Bachelors	3,583
„	Spinsters	3,738
„	Widowers	596
„	Widows	441
Under 20 years	Males	99
	Females	619
20 to 30 „	Males	2,070
	Females	2,274
30 to 40 „	Males	1,444
	Females	913
40 to 50 „	Males	408
	Females	294
50 to 60 „	Males	111
	Females	59
60 to 70 „	Males	38
	Females	16
70 to 80 „	Males	6
	Females	3
Over 80 „	Males	3
	Females	1

Deaths.

Number of	Deaths	14,976
„	Males	7,675
„	Females	7,301

2,819 baptisms, 32 marriages, and 616 deaths are referable to the Foundling Hospital.

The return of deaths is very imperfect; the deaths at the large hospital of St. José and its branches not being included.

An abstract of the census of 1864 has recently been published. It

affords, however, no term of comparison with the above Tables, the population being enumerated under administrative districts, which do not approximately coincide with the dioceses. This census is otherwise imperfect, of which an amusing proof is furnished by the fact, noticed by the author of the abstract referred to, that, after accounting for the unmarried and widowed of both sexes, the census returns 20,858 more married males than married females amongst the continental population of Portugal.

Schools.

The following is the number of primary schools created by the State in the district of Lisbon up to the end of 1866 :—

	For Boys.	For Girls.	Total.
Schools existing on December 31, 1854..	121	21	142
Schools created between December 31, 1854, and December 31, 1866.. ..	15	17	32
Total	136	38	174

On the 20th July, 1866, instructions were issued by the Minister of the Interior, in accordance with the provisions of a Law dated the 27th of the preceding June, for the purpose of securing increased nocturnal instruction to infants and adults in the edifices of existing primary schools, and the result has been published in a return dated March 19, 1867, of which an extract relating to the district of Lisbon is subjoined.

"Nocturnal Courses" prior and subsequent to the Instructions of July 20, 1866.

	Number of Courses.	Number of Scholars.		Subsidies from				
		Matriculated.	Attending regularly.	Municipality.	Fraternities.	Private Persons.	State.	Total.
Prior to the Instructions ...	16	1,155	494	Milreis. 89,800	Milreis. ...	Milreis. 910,000	Milreis. 144,000	Milreis. 1,143,800
Subsequent ...	58	1,692	1,017	719,000	180,800	70,000	...	969,800

Mines.

The mineral wealth of Portugal is well known to be great. Its development, in any adequate proportion to its extent, is reserved for a future, of which the remoteness must depend on the progress obtained in making roads and railways, difficulties of transport having undoubtedly been the chief obstacles hitherto to the successful working of the many mines which have been discovered or rediscovered of late years.

The property of all mines is now vested in the State, and concessions for working them can be obtained by the discoverers on conditions which cannot be described as onerous. These conditions are—

1. The payment annually to the State of a fixed tax of 80 reis (4*d.*) for each superficial area of 48,400 square metres.

2. The payment annually to the State of a proportionate tax, not exceeding 5 per cent. upon the net proceeds of the mine.

3. The payment to the proprietor of the soil of a sum equal to 50 per cent. of the proportional tax (No. 2) actually paid to the State.

4. An application to the Department of Public Works to have the mine surveyed. This application must be made within eight months of the registration of the mine, or the provisional concession will lapse.

5. The deposit with the Department of Public Works of 130,000 reis (about 29*l.*), to cover the expense of the Government survey.

The latest official report upon mines is that of the Director-General of Public Works for the year 1865, and the information furnished by it is of the most meagre description. This is probably owing to the fact that there is little to tell upon this subject, and that little not satisfactory. Of mines which have been opened with apparently the fairest prospect of success, some are languishing, and many others have been finally or temporarily abandoned. To the gloom of this general picture, however, a brilliant contrast is afforded by the sulphuret of copper mine of St. Domingos, already referred to in this Report under the section headed "Shipping and Navigation." Nothing, indeed, can be more striking than the results, which, in this instance, are entirely due to the enterprise, energy, and skill of an English gentleman, Mr. James Mason, who is the proprietor and manager of the mine in question, and on whom the Portuguese Government have conferred the title of Baron of Pomarão, in just recognition of the service he has rendered to this country by the example of what may be achieved by single-handed determination and perseverance.

The mine of St. Domingos is characterized in the official report above referred to as being beyond question the most important of those now worked in the country; in confirmation of which I may remark that, from its opening until the 31st December, 1866, no less than 705,700 tons of ore have been extracted, to an estimated value of 1,414,400*l.* The vein is calculated to be 500 metres long, by 60 metres mean width ("*possança media*"); and the deepest workings are 52 yards below the drainage gallery, or 90 yards below the surface. The quantity of mineral contained in the mass above the ground or floor of the deepest working is calculated at from 6,000,000 to 8,000,000 of tons, equivalent to an annual yield of 200,000 tons during from 30 to 40 years.

The ore contains an average of 3 per cent. of copper, and from 49 to 50 per cent. of sulphur. The mine is drained by means of steam-pumps of 30-horse power, and the ore is conveyed from the mine's mouth to the shipping place at Pomarão by a railway, 18 kilometres long, worked by locomotives of special construction.

The average number of persons employed in the different services of the mine is from 900 to 1,000, and their labour is supplemented by that of from 250 to 300 mules. During the construction of the railway, these numbers were increased to 5,000 men and 1,500 mules and horses.

In the year 1864 this mine alone paid to the State, in taxes of various kinds, more than 8,000*l.*

I applied some time ago, through the British Vice-Consul at Villa Real de S. Antonio, to be furnished with the prices of the ore at the mouth of the mine and free on board at Pomarão, but the manager in the absence of Mr. Mason, did not consider himself at liberty to give these particulars. For further information with respect to this mine, I beg to refer to the Reports of my predecessors; and in regard to mines in Portugal generally to an interesting Report on Mines drawn up in 1862 by Mr. W. Herries, then Her Majesty's Secretary of Legation at Lisbon, and presented to both Houses of Parliament in 1863.

Factories.

Upon this subject I have been unable to obtain any statistics of a more recent date than those already furnished to Her Majesty's Government in former reports from Her Majesty's Mission at Lisbon and from this Consulate.

Public Works.

The Consular District of Lisbon embraces so large a portion of Continental Portugal that I have preferred, where no separate statistics were obtainable, to embody in this portion of my Report such general data as I have found available to illustrate the progress of public works in this country, rather than to give an imperfect account of them referable only to this Consular District. No report for the year 1866 has yet been issued by the proper Government department, and I am, therefore, compelled to limit myself, for the most part, to a retrospect of the ground made good prior to that year, since the attention of the Government has been more seriously directed to this important branch of their expenditure

Roads.

According to a Government return, just published, and which is the latest information accessible, 2,377 kilometres of ordinary roads have been constructed throughout Portugal in the periods elapsed between the year 1849 and the 31st March, 1866, viz. :—

	Kilometres.		
From 1849 to December 31, 1865	2,102·561		
„ December 31, 1865, to March 31, 1866	56·974		
Roads not included in the above, and constructed prior to October 31, 1852.. ..	218·265		
Total roads constructed to March 31, 1866 ..	2,377·800	equal	1,486 miles.
Roads in course of construction on March 31, 1866	295·806	„	185 „

These 2,377 kilometres of road are calculated to have cost a sum of 12,000,000 milreis, or 2,666,666*l.*, and to have added 24,000,000 milreis. or 5,333,332*l.* to the public debt, taking the average price of the funds at 50.

Electric Telegraphs.

	No. of Stations.	Total length of Lines.	Total length of Wires.	Cost in Money.	Cost in Stock.	No. of Despatches.
	Kilomts.	Kilomts.	Kilomts.	Milreis.	Milreis.	
June 30, 1866 ..	3,087	4,885	4,885	319,000	638,000	119,700

In the year 1857–58 the number of despatches was only 26,968. The electric telegraph, however, is far from being a source of revenue to the Government, the expenses of its administration having increased in an enormous ratio to the increase of the receipts, as appears below :—

	Receipts.	Expenses of Staff.
	Milreis.	Milreis.
1857–58	17,997	7,862
1865–66	43,312	138,554

And a law is now before the Cortes for diminishing the staff. The annual gross receipts of the electric telegraph, according to the foregoing data, is thus barely 2*l.* per mile.

Railroads.

The principal railways in Portugal are the Northern and Eastern and the South-Eastern of Portugal. The former has been for some years in

operation to the extreme termini of Oporto to the north, and Badajoz to the east; and the prospects of the Badajoz section have been greatly improved by the opening, during the autumn of 1866, of the last section of the Spanish line from Madrid to the frontier, by which the two capitals of the Peninsula are now placed in direct communication. This line is, however, very circuitous, and the journey to Madrid by the fast train occupies 26 hours. A project of law has been presented to the Cortes this session for enabling the Government to construct railroads from Oporto to the Spanish frontier in Galicia, and from Oporto to Regua, and there is a project also in existence, and favourably regarded by the Government, for an international line to place Portugal in more direct communication with the rest of the Continent than is possible by means of the existing Hispano-Portuguese system of lines. This line would branch off from the Oporto line in a direction towards Salamanca, where it would join the Northern of Spain, and thus reach Bayonne. There are at present 722 kilometres, or about 450 miles of railro d finished in Portugal, of which 702 kilometres are actually open. This length of lines has been made at a cost of 33,708,000,000 rs. added to the public debt, which, taking the price of the funds at the high average of 50, gives 16,804,000,000 rs. as the cost in money, and the average cost of Government would be 23,274,000 rs., or 5,172*l.* per kilometre, equivalent to about 8,275*l.* per mile. This estimate of course does not include the private capital employed in the construction of railways in Portugal. The data for the foregoing calculations were obtained from a speech of a distinguished deputy to the Cortes, who stated, without contradiction, that he had the authority of the Minister of Public Works for their accuracy.

The following information may not be unacceptable in regard to the present position of the South-Eastern Railway of Portugal—a line wholly within the limits of this Consular district. This important undertaking, in which English capital has been embarked already to an amount of 1,219,937*l.*, and of which more than 120 miles have long been open and working, has recently (April 4, 1867) been ordered by the Portuguese Government to be put up to auction, the Government contracts with the English Company having been definitively rescinded, in consequence of the inability of the latter to fulfil the pecuniary portion of their engagements under those contracts.

The commencement of the line dates from as far back as 1855, when a Portuguese Company contracted to make the first section from Barreiro (a place opposite to Lisbon, on the south side of the Tagus) to Vendas Novas, with a branch to Setubal (St. Ubes), a total length of 70 kilometres, or 43½ miles, of narrow gauge line. This contract stipulated for a Government subvention, and the admission, duty free, of all materials, tools, machinery, combustible, &c., necessary for the construction of the line—a condition which has been retained in all the subsequent contracts. This section was purchased by the Government in 1859 in a very incomplete state, although opened for traffic, at a sum of 1,008,000,000 reis, or 224,000*l.*

On the 20th of May, 1860, the Government entered into a contract with Messrs. Mangles, Chapman, and others representing the South-Eastern Railway Company of Portugal, by which the latter undertook to continue the line from Vendas Novas to Beja and Evora, a total extension of 124 kilometres, or 77 miles; the Government, on their side, undertaking to pay a subvention of 16,000,000 reis per kilometre, or 1,984,000,000 reis (440,800*l.*) for these 124 kilometres. The contract was for a single line of rails; the "works of art," however, to be made for a double line; the gauge to be 167 centimetres, or about 5 feet

5¾ inches. On the 23rd May, 1864, a fresh contract, of the following tenour, was signed between the same parties. The Company agreed to purchase the 70 kilometres of the Government line to Vendas Novas and Setubal at the price already paid for it, viz., 224,000*l.*; to relay the whole of this section, so as to make the gauge uniform with that of the extension to Ebora and Beja; to complete the fencing, and to build new stations at Pinhal Novo and Setubal; and they agreed to make a further extension, amounting in all to 324 kilometres (201 miles), in three directions, as under:—

	Kilometers.
Beja to the Guadiana River..	19
Beja to Faro (Algarve)	188
Ebora to Crato	117
	324

On these extensions the Government granted a subvention of 18,000,000 reis, or 4,000*l.*, per kilometre; and the works referred to in this contract were commenced in August, 1864, by Messrs. Waring Brothers, the contractors to the Company. The Company had thus become the sole and undisputed possessors of the whole of the foregoing system of lines, with a large kilometrical subvention, varying from 3,554*l.* on their original lines to 4,000*l.* on the last-named extensions.

On the 14th October, however, a new and final arrangement was entered into which it was supposed would be mutually advantageous to both the contracting parties; as the Government would thereby be furnished with a large sum of ready money, of which they were sorely in need, and the Company would obtain the guarantee of a revenue amply sufficient to insure a large dividend after the payment of working expenses. By the contract in question the Company undertook to pay to the Government a lump sum of 2,978,688,000 reis (661,930*l.* 13*s.* 8*d.*), thus composed:—Amount of subvention of 16,000,000 reis per kilometre on Vendas Novas, Ebora, and Beja section, actually paid by Government under contract of May 29, 1860, 1,970,688,000 reis* (437,930*l.* 13*s.* 8*d.*); price not yet paid at which the Company bought the line from Barreiro and Vendas Novas to Setubal, 1,008,000,000 reis (224,000*l.*); making a total of 2,978,688,000 reis (661,930*l.* 13*s.* 8*d.*).

This sum the Company were to pay the Government in three bills of equal amount, at three, six, and nine months respectively, bearing interest at 6 per cent. per annum; the bills to be delivered to Government within 15 days of the contract receiving the legislative sanction; and any one of these bills failing to be taken up, the Government to have the right of considering the remaining ones as arrived at maturity, and of demanding payment of them all.

The Government, in return, agreed to guarantee a gross revenue of 3,600,000 reis, or 800*l.*, a kilometre, for 50 years from the 1st July, 1869, if by that date all the lines had been open to public traffic for six months; and if the lines were unfinished on the above date, then the guarantee to be 3,000,000 reis on the unfinished portion until all the lines should have been open for six months, when the maximum guarantee would again become payable. Finally, all conditions of former contracts not expressly abrogated to remain in full force—an important stipulation, as will be seen. It may here be observed that, according to information derived

* There is a discrepancy of 13,312,000 reis between this amount and the result obtained as above, by multiplying 124 kilometers, the length of the section, by 16,000,000 reis the subvention agreed upon.

This discrepancy, which is of trifling consequence, is noticed in the Government returns, but not accounted for.

from an official source, the actual gross traffic receipts of the South-Eastern Railway of Portugal were, in the years 1865-66, as follows:—1865, 935,000 reis per kilometre; 1866, 952,000 reis per kilometre; or 207*l.* 15*s.* 6*d.* and 211*l.* 11*s.* respectively.

The Company having given the bills in question to the Government, the first, which fell due on the 10th of May last, that is to say at the very height of the financial crisis, was not paid, whereupon the Government, in virtue of a clause of the contract of 1864, rescinded the contract of October 14, 1865, and all existing contracts with the Company. The latter appealed to a tribunal of arbitration, which, on the 10th November, decided against the appeal.

The Government then caused an inventory and valuation to be made of the whole of the South-Eastern of Portugal Railway Company's property; and, as already stated, on the 4th April last, they ordered the lines, with all their material and rolling stock, stations, offices, edifices, &c., to be put up to public auction. The auction is fixed for the 7th October next, on which day sealed tenders will be publicly received. These tenders will first be read aloud, the oral bidding will follow, and the lines will then be adjudged to the highest bidder who, in the opinion of the Government, may be a fitting person ("*idoneo*"). No bid will be admitted unless the bidder has previously deposited 90,000,000 reis (20,000*l.*) in the Bank of Portugal; and no tender asking for a modification of the contract will be received. No upset price is fixed; but the 661,930*l.*, for which the Company's protested bills were issued, is virtually the upset price, since the successful bidder must take the contract of October 14, 1865, with all its obligations, and must, before the adjudication is signed, deposit bills with the Government for the amount in question.

The subjoined Tables give the official valuation of the lines, which is verified by the signatures of the Government engineer and of the agent for the Company respectively.

This valuation, however, is a statement of the actual cost of the lines, and not of their market value; and the cost itself is increased, as appears from the Tables, by a sum of more than 190,000*l.*, representing interest on the Company's bonds (debentures), on the cost of their latest extensions, and on a deposit of 20,000*l.*, as well as an indemnity to the sub-contractors.

Valuation of the Lines.

Section 1.—Barreiro to Vendas Novas and Setubal (70 kilometres).

	Reis.	Reis.
Price of the section to be paid to Government under the Contracts of 1864 and 1865		1,008,000
Works executed by the Company since taking possession in May, 1864:—		
Pinhal Novo Station	9,183,759	
Setubal „	16,267,632	
Widening line from Barreiro to Vendas Novas	222,750,000	
Ditto to Setubal	16,076,749	
Works at Barreiro Station..	1,538,897	
Widening six locomotives for broad gauge	5,585,988	
Ditto carriages, trucks, &c.	3,769,010	
Fencing lines	1,554,410	
		276,726,445
		1,284,726,445

There are eight stations on this line, viz., Barreiro, first class; Setubal and Pinhal Novo, second class; and five other stations, third class.

Section 2.—Vendas Novas to Evora Beja (124 kilometres).

	Reis.	Reis.
Value of 124 kilometres at 16,000,000 reis Government subvention, all paid		1,984,000,000
£430,000, 7 per cent. debentures issued by the Company		1,935,000,000
		3,919,000,000
Goods Station at Cuba	4,286,618	
Enlarging Vianna Station	912,379	
Interest on debentures, less amount paid out of traffic receipts	576,023,719	
Preliminary and other expenses in England	34,987,500	
		616,210,216
		4,535,210,216

There are nine stations on this portion of the line: two second class (viz., those at Evora and Beja), and seven third class.

(*a.*) Company's steamers and parcel carts :—

	Reis.
Carlos Fernando	30,959,924
Don Afonso	15,666,585
Carts for parcels delivery	742,465
	47,368,974

Section 3.—Extensions :—Evora to Crato, Beja to the Guadiana, and Beja to Faro (323 kilometres in all, of which 27 are completed, and 70 more could be worked in about four months).

	Reis.	Reis.
Evora to Crato (114·227 kilometres) works considerably advanced on 54 kilometres, of which 7 kilometres are ready		376,554,768
Beja to the Guadiana (20 kilometres). This portion is ready to be opened for traffic		401,265,000
Beja to Faro (188·866 kilometres). Works very much advanced on 52 kilometres from Beja, and on 25 kilometres from Faro. Of these 77 kilometres, 70 could be got ready in about four months		921,786,112
Material* unemployed, lying at different places on the line		483,223,975
Interest on the above amount for one year at 5 per cent.	109,141,492	
Deposit as guarantee	90,000,000	
Interest for two years on deposit at 3 per cent. per annum	5,400,000	
Compensation to sub-contractors	168,214,500	
		372,755,992
		2,555,585,847

The valuation also includes :—

	Reis.
(*b.*) Stores in depôt on December 1st, 1866.. ..	38,135,529
(*c.*) Furniture in the office at Lisbon., ...	692,500

* Of this material there are—Rails, 6,451·85 tons; fastenings, 423·50 tons, and 92,359 sleepers.

Recapitulation.

Section of Line.	Length of Section.	Expenses incurred by Company.	Expenses incurred by Government.	Total.		Remarks.
	Kilometres.	Reis.	Reis.	Reis.	£ s. d.	
1. Barreiro to Vendas Novas, and branch to Setubal	70	276,726,445	1,008,000,000	1,284,726,445	285,494 15 3*	Open and working.
2. Vendas Novas to Evora and Beja	124	2,551,210,216	1,984,000,000†	4,535,210,216	1,007,824 9 10*	Open and working.
(*a*) Company's steamers and parcel carts	..	47,368,974	..	47,368,974	10,526 8 9	These steamers are to run from Lisbon to the terminus at Barreiro, on the south side of the Tagus.
3. Extensions.—Evora to Crato, Beja to the Guadiana, and Beja to Faro	323	2,555,585,847	..	2,555,585,847	567,907 19 3½‡	27 kilomètres completed, and 70 more nearly ready.
(*b*) Stores in Depôt on December 1, 1866	..	58,133,529	..	58,133,529	12,918 11 2½	
(*c*) Furniture in office at Lisbon..	..	692,500	..	692,500	153 17 8	
Total	517	5,489,717,511	2,992,000,000	8,481,717,511	1,884,826 2 0	
		£ s. d. 1,219,937 4 6	£ s. d. 664,888 17 6			
		£ s. d. 1,884,826 2 0				

Inclusive of rolling stock.

† This sum is the whole subvention of 16,000,000 reis per kilomètre on the 124 kilomètres. The amount is stated in the contract of October 14, 1865, at only 1,970,688,000; but the difference, 13,312,000 reis, is added to the smaller sum in the valuation by the Government Fiscal.

‡ Inclusive of materials in stock.

The value of the rolling stock, which is included in the foregoing Table, is stated separately, thus :—

	1st Section. Barreiro to Vendas Novas and Setubal.	2nd Section. Vendas Novas to Evora and Beja.	Total.	
	Reis.	Reis.	Reis.	£ s. d.
Locomotive	32,715,000	104,850,000	137,565,000	30,570 0 0
Carriages, Trucks, &c. ..	83,178,000	272,385,000	355,563,000	79,014 0 0
Total	115,893,000	377,235,000	493,128,000	109,584 0 0

It only remains to add that any balance of the purchase money which may exist, after satisfying the claims of the Government and of other creditors, will be delivered to the old Company.

Water Supply of Lisbon.

The defective water supply of Lisbon has long been a source of inconvenience to the inhabitants, and of anxiety to the Government. At the present moment it is calculated that the average summer supply is only 8 litres (1 gallon 3·043 quarts) per inhabitant—a quantity clearly insufficient, whether in a domestic, sanitary, or municipal point of view.

As long ago as 1858, a contract, with a view to remedying this evil, was signed by the Government with a Portuguese Company, who undertook to furnish the city, at the end of four years from that time, with a constant supply of water, at the rate of 68 litres (14 gallons 3·866 quarts) per head daily.

Towards the conclusion of this term, and when the works under the contract were nearly finished, it was discovered, on measuring, that the Company did not possess a sufficient quantity of water to enable them to fulfil their agreement. The contract was in consequence rescinded, and the Government undertook some subsidiary works, which, however, could only be regarded as palliatives, and were quite inadequate to meet the pressing wants of the town.

Under these circumstances the Government have recently (May 11, 1867) signed with a new Company, also Portuguese (who are more strictly speaking the concessionaries, with power to form a limited liability Company), a new contract, which, if carried out, will insure an abundant provision of water to Lisbon, while it will place the old Company in a very favourable position by the recognition of the sums expended by them (about 209,000*l.*) as part of the share capital of the new undertaking.

The new Company engage to furnish Lisbon with a constant supply of water at the minimum daily rate of 100 litres (22 gallons) per inhabitant, to be increased to a maximum of 300 litres (66 gallons) per inhabitant, if there is a sufficient demand—the calculations being made on the assumed number of 220,000 as that of the inhabitants of Lisbon.

Of these quantities, one-third is to be supplied gratuitously to Government for the use of state, municipal, and charitable establishments; for public baths, fountains, and tanks; for fire engines, for street watering, sewer cleansing, &c.

In order to provide for so ample a supply, the Company undertake to introduce, besides the water already brought to Lisbon, the waters of the river Alviella, by an aqueduct of the approximate length of 105 kilometres (65 miles). All works to be completed within four years from the date of the definitive approval of the plans.

The minimum capital of the Company is to be 5,000,000,000 reis (1,111,000*l.*), and the maximum capital 9,000,000,000 reis (2,000,000*l.*). The contract is for a term of 99 years, and the privileges secured by it to the Company are—1. The exclusive right to sell water in Lisbon; 2. The exclusive right to bring water into Lisbon; and 3. The obligation imposed upon landlords to lay down the tubing from the main conduits into their houses and property. This contract is dependent on the legislative sanction.

Lisbon, June 24, 1867.

RUSSIA.

POLAND.

Report by Lieut.-Colonel Mansfield, Consul-General at Warsaw, on the Trade and Commerce of the Kingdom of Poland for the Year 1866.

The commercial prosperity of the kingdom of Poland during the year 1866 has made no advance on that of the preceding year; and indeed, in many respects, the industries and productive movement are by no means equal to previous years.

The commerce of 1865 would seem to have received an impetus as being the first year of complete tranquillity after the insurrection. In 1865 many persons returned to Poland; and political questions being in abeyance, the attention of the population became directed to commerce and agriculture. The same causes, however, did not, in the year 1866, operate towards an increase in industries and commerce; and it is impossible to discern any advance in this respect.

Various causes, arising out of the reorganization of the kingdom of Poland, the readjustments of taxation, and many other matters connected with the political condition of the kingdom, continue to militate against this country attaining the prosperity of the years previous to 1862; and it is quite impossible to predict at what date a return of that prosperity may be expected.

The Report transmitted from this Consulate-General last June having contained much matter relating to population and the general state of this country, which does not vary, to any considerable extent, from year to year, the present Report will be necessarily less diffuse: and it is with regret that I must again refer to the absolute impossibility, in this country, of obtaining information of such accuracy as would be indispensable to make an annual Report symmetrical in plan, and giving at a glance the relative position of commerce, industries, and agriculture of the year 1866, as regards the preceding years.

Navigation.

The navigation on the Polish waters was on the whole unfavourable, for owing to the comparatively mild winter of 1865 and 1866, little snow had accumulated, and the water was unusually low, more especially in the early spring.

In the Vistula, the greatest depth attained was 6 feet 11 inches on the 13th of February, and the lowest is placed at 1 foot on the 5th of January. The average depth of the water in the Vistula was 3 feet.

The ice on all the rivers broke up about the 28th of February, and they were entirely shut up by the ice for navigation on the 1st of December.

The following Table shows the average depth of water in the Vistula at Warsaw for each month of the year 1866:—

	Feet.	Inches.
January	2	6·3
February	4	4·8
March	5	7·1
April	4	5·37
May	3	1·45
June	2	5 83
July	2	2·68
August	4	5·52
September	2	5·73
October	1	6·87
November	1	6·98
December	3	9·32

The charges for freight for grain, on the Vistula to Dantzig, in sailing boats, per last of 60 Prussian scheffels, were as follows :—

	Roubles.
From Zawichost	28
„ Rachow	29
„ Pulawy	20
„ Ivangrod	19
„ Warsaw	13
„ Plock	12
„ Wloclawek	10
„ Nieszawa	9

The exports by the Vistula hardly amounted to half of those in the preceding year. In the article of wood, more especially for Dantzig, was there alone an increase.

The water in the Vistula was so low as to be in the highest degree unfavourable to navigation, added to which the inferior harvest of the preceding year had the effect of causing hardly 80 vessels to clear with cargoes of corn, whereas in the preceding year, at the same period, such vessels amounted to nearly 500. The deficiency, however, was made up, to a certain extent, by an increased export of corn by the Warsaw-Bromberg line; and in general the goods traffic by the railways has caused a very considerable falling off in the water traffic, more especially during the more inclement season.

The number of vessels that cleared the Vistula were as follows :—

	Vessels.	Gabars.	Rafts.
In 1866	925	364	2,148
„ 1865	1,689	692	1,886
Decrease in 1866	764	328	..
Increase in 1866	..	..	262

Exports by the Vistula.

Wheat	lasts	9,993	
Rye	„	7,474	
Barley	„	1,686	
Rapeseed	„	1,510	
Peas	„	1,093	
Oats	„	599	
Linseed	„	163	
Beams and Sleepers		1,329,619	
Planks	lasts	21,513	
Wood	klafters	10,664	
Woodbark	centt.	2,327	
Wheat flour	„	377	
Oilcakes	„	18,334	
Wool	„	3,252	
Tar	„	4,659	
Tallow	„	2,666	
Stones	centt.	3,900	
Hempseed	„	3,095	
Turpentine	„	1,808	
Hemp and Flax	„	891	
Bones, raw	„	873	
„ burnt	„	835	
Rags	„	370	
Packcloth	„	309	
Glue	„	194	
Pitch	„	200	
Glycerine	„	136	
Dill and Cumine	„	59	
Clover	„	29	
Linseed Oil	„	18	
Bran	„	2,947	
Potatoes	korzec	1,186	

The following is the number of vessels that entered the Vistula :—

	Vessels with Cargoes.	In Ballast.
In 1866	722	310
„ 1865	823	778
Decrease in 1866	101	468

Of those with cargoes entered 197 with iron, 161 with coals, 89 with groceries, 42 with herrings, 34 with raw materials, 29 with bricks, 27 with lead, 26 with cement, 10 with chicory root, 9 with sulphur, 8 with drugs and colours, and 33 with sundry goods.

The insurance charged on grain during the past year was as follows :—

	Per cent.
From Zawichost and Rachow	1½
„ Pulawy and Kazimierz	1¼
„ Warsaw	1
„ Plock	¾
„ Wloclawek and Nieszawa	½

The total number of goods insured in the year 1866 amounted to—by land, 2,102,300 roubles; by water, 880,800 roubles; total, 2,983,100 roubles; showing a decrease from the previous year of 2,086,900 roubles. The income of the insurance office shows likewise a decrease from the last year of 8,037 roubles, and in the number of transports insured a decrease of 406. These decreases are chiefly attributed to the stagnation of commerce with Russia. The compensation paid by the insurance office on the loss and damages show also a decrease of 12,239 roubles, and the number of lost transports by water shows a decrease of 16 from the previous year.

Trade and Commerce.

As the exports and imports for the year 1865 were not contained in my last Report, such returns as could be procured figure in the present one. The total commercial balance in the year 1865 amounts to 91,777,737 roubles 68 kopecks.

The following Table shows the imports and exports through the western frontiers of the kingdom of Poland for the year 1865 :—

	Imports.		Exports.	
	Roubles.	Kop.	Roubles.	Kop.
Viâ the Custom-house of Warsaw	5,980,700	88	1,722,567	0
Kalish	7,238,386	85	12,065,153	0
Zawichost .. .. goods	1,859,750	83	632,829	80
Ditto .. .. coin	356,197	89½	24,640	0
Wierzbolow .. .. goods	17,849,533	0	9,272,258	55
Ditto .. .. coin	11,380,288	87¼	23,395,431	0
Total	44,664,858	33	47,112,879	35
	91,777,737 roubles 68 kops.			

Showing an increase of 2,448,021 roubles in the exports over the imports.

The following are the principal articles of imports and exports for the year 1865 :—

Imports.

	Rbls.		Rbls.
Tea	5,926,360	Porter and Wine ..	433,287
Cotton, raw and spun ..	3,260,080	Coals	265,000
Metals	2,274,460	Herrings and Fish ..	335,474
Linens	1,845,428	Hardware	243,569
Woollens	1,747,754	Tobacco	205,590
Cotton stuffs	1,524,489	Clothes	190,368
Silk stuffs	1,259,749	Books and Lithographies	140,380
Silk, raw and spun ..	1,129,487	Coffee	133,151
Drugs and Dies	873,855	Horses and Cattle ..	118,718
Wool, spun	840,343	Oranges	90,171
Machinery	831,936	Wood	31,210
Salt	750,000	Corn	23,816
Sugar	561,318	Cheese	9,985
Oils	550,373	Gold and Silver Coin ..	1,700,000
Watches	479,080	Bank-notes	10,000,000
Furs	453,280		

Exports.

	Rbls.		Rbls.
Corn	8,142,006	Horses and Cattle ..	54,251
Flax	3,905,606	Caviar	51,384
Timber	2,401,680	Colza Oil	49,647
Wool	2,346,307	Oil-cakes	47,782
Silk, raw	1,190,000	Glue	36,185
Furs	833,900	Saddleries	27,990
Oil-seeds	546,279	Books and Lithographies	18,800
Bristles	349,605	Bones and Horns ..	16,613
Hemp	239,751	Silver goods	14,675
Turpentine	202,560	Gold and Silver coin ..	9,500,000
Hides	162,749	Bank-notes	13,900,000
Tallow	71,780		

By excluding the Custom-house of Wierzbolow, as representing nearly the exclusive transit to Russia by railway, we may come to the following approximative results of the external trade of the kingdom :—

	Roubles.
Imports, about	16,100,000
Exports „	15,400,000
Total	31,500,000

The following were the principal articles :—

Imports.

	Rbls.		Rbls.
Cotton, raw and spun ..	2,303,802	Coals	265,000
Metals	1,381,925	Tobacco	205,590
Linens	1,156 221	Drugs and Dies	157,816
Cotton Stuffs	833.515	Herrings	138,612
Woollen „	800,613	Coffee	133,151
Salt	750,000	Cattle and Horses	118,718
Tea	605,920	Oranges	90,071
Machinery	589,409	Wood	31,210
Porter and Wine	433,287	Corn	23,816
Wool, spun	363,493	Cheese	9,985
Silk Stuffs	352,535	Groceries	338,332
Oil	305,531	Coin	356,198

Exports.

	Rbls.		Rbls.
Corn	7,925,380	Oil	49,647
Timber	2,323,172	Oilcakes	47,782
Wool	1,630.985	Hides	42,819
Hemp	239,751	Glue	36,185
Turpentine	202,560	Saddleriss	27,990
Bristles	136,802	Books and Lithagraphies ..	18,800
Flax	111,724	Bones and Horns	16,613
Linseed and Rape	80,402	Silver goods	14,675
Tallow	71,780	Coin	24,640
Caviar	51,384		

Budget.

The budget for the kingdom of Poland has been usually published in November or December. During the year 1866 no such statement was made, as in future the budget of the kingdom will be published in February or March, simultaneously with that of the empire; and will probably, owing to the new system, be so far merged in the latter that it will be extremely difficult to define the revenue and expenditure of the kingdom of Poland.

Credit Foncier.

The statement of the Landed Bank (Credit Foncier) for the year 1866 gives the following return:—

The total amount of loans effected is 71,930,930 roubles, mortgaged on properties. Of this sum 7,115,505 roubles are secured on Government estates; the remainder, 64,815,425 roubles, on private property. The number of estates on which mortgages have been effected amounts to 204 Government estates, and 5,982 private property.

The Report of this Bank shows the following results:—

Cr.	Rbls.	Kop.
Value of Mortgages	50,707,728	39
Arrears due to this Bank	2,906,550	73
Arrears for Sinking Funds	225,437	3
Bonds purchased	613,450	0
Value of Buildings	515,080	16
Value of other Property	36,938	96
Debentures the property of, and held by, the Bank ..	7,398,910	47
In Cash to meet contingencies	182,268	81½
Total	62,586,364	55½

Dr	Rbls.	Kop.
Value of Debentures in circulation	50,707,728	39
Cash for current expenses	1,138,678	80
Loan from the Bank	75,000	0
Various Deposits	6,853,677	90½
Total	59,450,085	9½

Showing a balance in favour of that bank of 3,136,279 roubles 46 kopecks.

The following Table shows the average exchange of debentures in the second half year of 1866 for 100 roubles bill of debenture :—

	1st Series.		2nd Series.	
	Rs.	Kop.	Rs.	Kop.
Highest the 20th of July	86	58	84	67
Lowest the 8th of December	79	17	75	17
Average for the 2nd half-year of 1866	83	71½	79	94½
As the average exchange in the 1st half-year was	83	52½	82	75½
It shows a fall off in the 2nd half-year of ..	0	45	2	81

The sum of 1,730,139 roubles 35½ kopecks, placed under the head of "Funds of General Utility" in the Return published by the Landed Bank, was, by order of the Committee of Organization, transferred to the Board of Treasury, and is, according to report, to be used for the indemnization for peasants' grounds.

Banking.

The Report of the Bank of Poland for the year 1866, *i.e.* from the $\frac{\text{20th December}}{\text{1st January}}$, $18\frac{6}{6}$, to the $\frac{\text{31st December}}{\text{12th January}}$, $18\frac{6}{7}$ (the old style being introduced into the kingdom), gives the following return :—

	Rbls.		Rbls.
Dr.	39,034,323	Cr.	38,219,845

Showing a balance in favour of the Bank of 814,478 roubles, and an increase from the preceding year of 104,427 roubles.

The capital of the Bank consists of 10,000,000 roubles, out of which sum 2,000,000 roubles is mortgaged on 304 estates.

The mean rates of exchange, per pound sterling, for each month of the year, were as follows :—

	Rbls.	Kop.
January	7	69
February	7	84
March	7	92
April	8	09
May	8	80
June	9	25
July	8	80
August	8	27
September	8	02
October	7	80
November	7	60
December	7	58

The highest was the 15th of June, 9 roubles 36 kopecks per 1*l.* sterling; the lowest the 22nd of November, 7 roubles 40 kopecks per 1*l.* sterling; the average exchange for the year having been 8 roubles 13 kopecks.

Weights and Measures.

The equivalents in English measures, for the various weights and measures, are as follows :—

1 Pood of 40 Polish pounds ..	= 36·4 pounds English.
1 Last of grain	11·$\frac{3}{8}$ quarters.
1 Chetvert	5·77 bushels.
1 Korzec	3·5 „
1 Vlock	41·48 acres.
1 Verst	1·166 yards.
1 Arshin	28 inches.
1 Viedro	3·25 gallons.
1 Garniec	·88 „
1 Klafter	216 cubic feet.

Agriculture.

The agricultural condition of Poland in 1866 may, on the whole, be considered as much more favourable than during the year 1865. The hay harvest was indifferent; but the general crops, more especially the winter wheat, were very abundant; but the want of labour and capital, notwithstanding this abundance, has reduced the agricultural interest to great straits, and in many instances the corn was sold standing much below its value, as the landowners or the peasants had no money either to live upon or to pay for the hands to get in the crops. Such crops were often bought by Jew speculators, who had themselves little command of capital, and a considerable waste ensued from neglect and mismanagement; and it is expected that owing to the inability to buy seed and find capital, vast tracts of land will go out of cultivation whenever it is in the hands of small proprietors.

Some of the best cultivated land is to be found in the hands of the peasants, who, having learnt good principles of agriculture from the landowners under the old system, apply the same now that they are freeholders, and indeed bestow much more labour and care upon their work than they ever exhibited when serving for forced labour to the old landowners in former years.

Another origin of the want of capital is the development which has been given to the manufacture of sugar and consequent culture of beetroot. Many of the foreign as well as the Polish largest capitalists, richest landowners, and Warsaw bankers have embarked great sums in this direction, and it is at present one of the most profitable commercial speculations.

Beetroot sugar in Russia and Poland is protected by a duty on imported sugar from 3 to 4½ roubles per pood, and the profits on the indigenous manufacturers are so great that they admit that they should be quite contented to see the duty on native sugar raised 35 kopecks per pood.

The wool fair at Warsaw commenced the 12th of June, and was closed the 20th. The quantity of wool produced at this fair amounted to 31,466 poods 30 pounds, showing an increase from last year of 5,274 poods 15 pounds. Many of the landed proprietors have sold their wool on their estates, which shows that the rearing of sheep and the production of wool increases.

In 1866, 444 sellers produced wool, namely :—

	Poods.	Pounds.
From the Government of Warsaw	11,008	8
„ „ Lublin	11,585	27
„ „ Plock	5,641	1
„ „ Radom	1,673	14
„ „ Augustov ..	1,475	20
From Russia	83	0
Total	31,466	30

Out of the 39 districts comprising the kingdom of Poland, 31 only produced wool for the Warsaw fair. The eight remaining districts—namely, Kalish, Sieradz, Stopnicki, Sejnenski, Kalwaryiski, Marianpolski, Augustov, and Zamoiski, sold their wool on the spot.

After the classification it appeared there was :—

	Poods.	Pounds.
1st quality called Prime	3,800	..
2nd „ „ Thin	10,200	..
3rd „ „ Middling	10,000	..
4th „ „ Coarse	7,466	30
Total	31,466	30

Prime wool was from 9 to 13 roubles dearer per centnar (of 132 pounds) than last year. The prices of the second quality were the same, and after the news of war reached here, even lower than the year past.

The following were the average prices of wool at the Warsaw fair :—

1st quality,	Prime	from	99	to	117	roubles per centt. equal to	$3\frac{3}{10}$ths poods.
2nd „	Thin	„	90		99	„	„ „
3rd „	Middling	„	75		$85\frac{1}{2}$	„	„ „
4th „	Coarse	„	69		$79\frac{20}{100}$	„	„ „

The whole quantity produced was sold.

The average prices in the Warsaw market were as follows. In almost every article there is a considerable rise over the prices of the previous year :—

	Rs.	Kop.
Wheat .. .. per chetvert	11	66
Rye .. .. „	7	50
Barley .. .. „	6	26
Oats .. .. „	4	40
Buckwheat .. „	6	36
Peas .. .. „	9	25
Beans .. .. „	17	78
Potatoes .. .. „	3	26
Rye-flower, common „	6	27
Wheat-flour, 1st quality .. pood	2	45
„ 2nd „ „	1	82
Hay .. .. .. „	0	47
Straw .. .. .. „	0	28
Bricks .. .. per 1,000	15	10
Lime .. .. per korzek	1	35
Rye-bread, black per lb.	0	$2\frac{1}{2}$
„ white „	0	$3\frac{1}{4}$
Beef .. .. „	0	10

	Rs.	Kop.
Pork .. .. per lb.	0	11
Veal .. .. „	0	10
Ox, fat .. .. per head	72	38
„ medium .. „	46	59
„ lean .. .. „	34	78
Pig .. .. „	27	50
Calf .. .. „	4	98
Sheep .. .. „	3	43
Butter .. .. per pood	11	0
Lard .. .. „	7	80
Spirits .. 78° per viedro	4	28
„ .. $46\frac{3}{4}$° „	2	77
Wood .. .. per klafter	9	98
Coals .. .. per korzec	0	65
Stearine Candles. per pood	11	55
Tallow .. .. „	7	10
Ox-hide .. .. per piece	7	25
Sheep-skin .. „	0	85

	Rs.	Kop.
A day labourer per diem	0	65
One-horse cart „	2	50
Two-horse cart „	3	45

RETURN of the cattle disease in the kingdom of Poland for 1866.

Locality.	Total Amount of Cattle at the raging of the Pest.	Number of Head Diseased.	Number of Head that Died.	Number of Head Slaughtered when Diseased.	Number of Head Slaughtered on Suspicion.	Number of Head that Recovered.	Number of Places where the Pest Raged.	Number of Places where the Pest was Suppressed.	Number of Places where the Pest still Raged at the close of the Year.
Warsaw, Town	4	2	2	..	..	..	1	1	..
Government of Warsaw ..	9,009	1,279	623	650	1,065	6	64	64	..
„ Radom ..	535	137	87	45	56	5	4	4	..
„ Plock ..	1,069	39	17	22	39	..	7	5	2
„ Lublin ..	9,749	757	242	491	700	24	42	38	4
„ Augustov...	1,016	167	63	103	232	1	13	13	..
Total	21,382	2,381	1,034	1,311	2,092	36	131	125	6
			4,437						

The above return shows a very marked diminution in the cattle disease over the previous year, and it is worthy of notice that the disease did not appear in any localities except where the beasts were in contact with cattle arriving from Podolia or Volhynia.

Population and Industry.

No census was taken during the year 1866, and the conscription was drawn on the basis of the census for the previous year; but as no detailed return of population with regard to nationality was stated in my last Report, or in any of the previous ones, the following Table will be found interesting as showing the population of the kingdom of Poland with regard to nationality for the year 1863:—

Return of population with regard to nationality for the year 1863.

Nationality.	Warsaw.	Radom.	Lublin.	Plock.	Augustov.	Town of Warsaw.	Total.
Slavons...	1,275,823	959,942	856,135	472,964	256,258	71,093	3,788,485
Lithuanians	67	..	111	118	262,482	1,402	264,180
Germans	181,225	7,004	9,298	39,964	33,053	8,429	278,973
Jews	169,819	...	142,975	77,301	110,055	49,092	652,972
Englishmen	35	...	35	...	...	91	161
Frenchmen	219	...	79	3	1	217	519
Italians	...	...	10	2	...	36	48
Greeks	86	...	1	5	...	187	279
Tartars	...	...	143	...	179	...	322
Gipsies	16	...	129	128	18	...	291
Total	1,627,290	966,946	1,008,916	590,485	662,046	140,547	4,986,230

Education.	Men.	Women.
High class	89,000	71,000
Knowing to read and write	459,000	390,000
Totally uneducated	1,854,000	2,120,000

By an Imperial ukase of the $\frac{31\text{st December}}{19\text{th January}}$, $186\frac{6}{7}$, the kingdom of Poland was subdivided into ten Governments, which Table is given below:—

Table showing the new subdivision of the kingdom of Poland.

Names of Governments.	Area Square Miles.	Population.				Number of		Districts.
		Total.	Town.	Country.	Average in square Miles.	Towns.	Communes.	
Warsaw	254	641,449	113,822	527,627	2,522	54	170	13
Kalish	197	579,356	134,391	444,965	2,933	52	137	8
Petrokow ...	212	620,550	172,513	448,037	2,922	50	156	8
Radom	223	477,060	118,094	358,966	2,132	63	140	7
Kielce	170	469,619	90,008	379,611	2,756	41	140	7
Lublin	294	619,446	153,327	466,119	2,103	61	155	10
Siedlce	249	454,865	107,973	346,892	1,825	43	145	9
Plock	188	526,574	88,858	337,716	2,269	29	112	8
Lomza	207	435,031	92,263	342,768	2,102	30	84	8
Suwalki	218	478,437	101,729	376,708	2,195	28	91	7
Town of Warsaw	...	186,147	186,147	...	...	1	...	...
Total ...	2,212	5,388,534	1,359,125	4,029,409	2,432	452	1,330	85

The returns of the industries in the kingdom of Poland given here have been collected from the board of interior and various other sources; it must, however, be stated that the offices which have sent in the returns to the board of interior do not always give the same figures as those issued by the latter department, and it is absolutely impossible to discern which are the most accurate.

Many of the items specified here are defective and incomplete, and the figures so out of all proportion to the previous year, that they can only be accepted with qualification.

The following Table shows the industry in the kingdom of Poland for the year 1865:—

Manufactories.	Number of Factories.	Number of Workmen.	Value of Produce.
			Rbls.
Woollen	1,031	8,577	6,217,913
Cotton stuffs	2,136	12,800	5,053,536
Linen	101	1,408	714,860
Silk	22	93	74,655
Sugar	40	8,528	3,733,925
Paper Mills	30	1,051	630,753
Oil Mills	..	967	501,779
Distilleries of Brandy	..	327	1,371,613
Vinegar	80	194	92,519
Stearine Candles	3	94	246,000
Soap and Tallow Candles	..	..	809,061
Agricultural Implements	36	1,530	1,019,980
Glass Works	31	1,014	338,355
Earthenware	8	449	96,765
Plated ware	6	480	551,300
Coppersmiths	5	137	207,200
Chicory	19	163	271,740
Carriages	41	278	211,961
Tobacco	12	1,752	1,457,503
Steam Mills	46	664	3,185,267
Tanneries	..	2,584	2,370,801
Hair Stuffs	..	2,918	49,500
Pianoforte	14	75	59,289
Champagne	1	10	45,000
Chemical produce and Matches	9	125	244,981
Paper Hangings	5	61	48,320
Starch	44	104	50,287
Turpentine	198	323	56,936
Glue	6	10	4,400
Kitchen Utensils, Iron	3	27	43,240
Wire	19	53	26,035
Limekilns	..	855	155,190
Brickkilns	558	2,968	905,538
Stove Tiles	15	166	118,060
Nails and Locks	6	105	179,840

Public Works.

The high roads (chaussées) are gradually becoming the only communication in Poland which are practicable in bad weather. The cross roads, bridges, and culverts, now that they are no longer in the charge of the landowners, are getting into so bad a condition, that except in the midst of summer or during hard frosts all movements of wheel carriages are as good as impossible, and the consequent inconvenience is immense, more especially in the early spring.

With regard to canals or improving the river navigation, nothing has been done during the year 1866.

Progress to end of year 1866 of the Warsaw and Terespol Railway:—

During the year 1866 56 miles (84 versts) of this railway between Warsaw and Siedlce have been completed, and on the 10th of October His Excellency Count Berg Namiestnik of the Kingdom inaugurated the opening to public traffic.

Two months later another section of 17 miles to Lukow was completed and opened, making a total length of 73 miles open to traffic.

The earthworks have been vigorously pushed during 1865 and com-

pleted; 7,000 men were employed, of which 3,000 were soldiers, under order of General Raden.

The most important constructions on the section of 73 versts now open, are a bridge of 84 feet (English) over the river Kostrzyn, and another of 56 feet over the Muchawka. The iron work of these bridges was supplied by the Cockerill Company, Belgium.

On the remaining length of the line the foundations are nearly all completed. The principal works are two bridges of 56 feet, opening each over the rivers Krzna and Lutnia, and one of 105 feet over the Zelawa, and two bridges in the plain of Terespol which have together openings equal to 127 feet. The iron work of these bridges is supplied by Borsig, of Berlin.

On the length opened to public traffic, the level crossing and guard-houses are complete; the other are temporary ones which will be hereafter replaced by permanent houses.

Ballast is very rare and difficult to obtain, and has to be brought from long distances. The line has been opened without the ballasting being entirely completed; at present, however, it is carried on actively, three locomotives and 100 waggons being constantly at work. The rails were laid as far as Lukow at end of the year 1866, but all the sleepers for the remainder of the line were already in store.

The telegraph is at work between Warsaw and Lukow, and that for the remainder of the line is in store. MM. Simons and Halske, of Berlin, have supplied the apparatus.

The rails and small iron are supplied by MM. Guest and Co., England; 12,000 tons were delivered to end of 1866, and 400 will be forwarded in 1867.

The stations between Warsaw and Siedlce are completed with the exception of the terminal station of Warsaw; this will be finished in 1867. The reservoirs and fixed plant are finished as far as Lukow. The stations on the remainder of the line are not yet commenced, but the materials are ready.

A large number of locomotives, carriages, and wagons are running. The former were built of Sigl, of Vienna, and the latter by Pflug and Lauenstein, of Berlin.

It is anticipated that the whole line to Terespol will be opened to public traffic about the month of September, 1867.

The Lodz railway is a branch of the Warsaw and Vienna line issuing from a newly made station, Koluszki, the total length of which is 26 versts; this line is constructed for double rails, though at present a single line is laid.

The bridges on this line are of small importance; besides 17 of small dimensions there is one of 42 feet (English) opening.

The rails are of the system of Vignoles, laid *porte à forte*.

This line was constructed by a private company, at the head of which is a Warsaw banker, J. G. Bloch, and was opened to traffic on the 1st of June, 1866.

The earthworks were performed by native labour with the assistance of 2,000 soldiers.

The guarantee of the Government is 5 per cent. metallic, 49 000 roubles for 1 verst. The expense of construction for 1 verst is 44,000 roubles.

The traffic returns of the Bromberg, Vienna, and Warsaw Railway for the year 1866 have not yet been made up, and will not be published until after the 13th proximo; for the same reason no information has yet been published respecting the progress made in the works for the branch to Ciechocinek, which was decided upon and commenced in the month of October.

Warsaw, June 24, 1867.

SPAIN.

CANARY ISLANDS.

Report by Mr. Consul Grattan on the Trade of the Canary Islands for the Year 1866.

Shipping and Navigation.

The following Tables show the number of British and Foreign vessels which have entered and cleared at the port of Santa Cruz Teneriffe during the years 1865 and 1866 :—

	Entered.								
	British.			Foreign.			Total.		
	Number of Vessels.	Tons.	Crews.	Number of Vessels.	Tons.	Crews.	Number of Vessels.	Tons.	Crews.
1865	88	30,560	1,970	210	89,677	5,739	298	120,257	7,709
1866	95	33,884	1,934	245	88,951	5,606	340	122,835	7,540
	Cleared.								
1865	85	29,407	1,891	207	89,355	5,720	292	118,762	7,611
1866	95	33,884	1,934	328	87,527	5,506	333	121,411	7,440

Coasting Trade in Spanish Vessels.

	Entered.			Cleared.		
	Number of Vessels.	Tons.	Crews.	Number of Vessels.	Tons.	Crews.
1865	721	91,965	11,583	705	49,573	9,073
1866	788	69,710	11,015	809	55,540	9,968

Trade and Commerce.

Exports.—The following Table shows the relative value of the Exports to the different countries of Europe, Africa, and America :—

	£
Europe—	
England	336,415
France	52,028
Spain	126,358
Germany	12,534
Italy	7,075
Africa—	
Morocco and Colonies	5,710
America—	
Spanish Antilles	36,779
United States	3,901
Other Countries	3,438
Total	£584,238

The following Table shows the quantities and value of the principal articles exported :—

Articles.	Quantities.	Value.
		£
Cochineal .. .. lbs.	344,664	473,429
Specie	..	23,236
Wine .. .. pipes	858	11,713
Dried Vegetables quintals	21,121	10,767
Barilla .. .. „	46,799	10,285
Raw Silk .. .. „	113	7,372
Paving Stones	..	7,107
Potatoes .. quintals	28,411	6,823
Onions .. .. „	21,134	4,703
Salt Fish .. .. „	9,862	4,018
Dried Fruits .. „	1,752	2,761
Spirits .. .. pipes	155½	2,472
Orchilla .. quintals	813	1,424

The quantities of cochineal (consisting of Grana, Granilla, and Polvo) exported to the different countries appears below, namely :—

	lbs.
England	2,352,662
France	315,354
Spain	723,320
Germany	47,970
Africa	5,278
United States	2,080
Total	lbs. 3,446,664

Imports.—The total value of Imports from countries in Europe, Africa, and America, is shown by the following Table, namely,—

	£
Europe—	
England	322,827
France	81,530
Spain	101,895
Germany	13,368
Italy	2,017
Portugal	1,785
Africa—	
Morocco and Colonies	13,787
America—	
United States	27,817
Other Countries	2,725
Spanish Antilles	58,960
Total	£626,711

The quantities and their value of the principal articles imported were as follows, namely,—

Articles.	Quantities.	Value.
		£
Cotton Goods	..	150,318
Miscellaneous Articles quintals	..	89,224
Guano and Manure „	53,107	45,678
Linen Goods	..	34,115
Sugar .. .. quintals	29,803	34,318
Woollen Goods	..	34,115
Spirits .. .. .. pipes	3,842	30,747
Indian Corn .. fanegas	34,039	19,766
Olive Oil .. .. arrobas	25,314	19,387
Tobacco .. .. quintals	3,200	18,587
Skins	..	16,870

Articles.	Quantities.	Value.
		£
Coals .. .. quintals	238,918	13,997
Flour .. .. .. „	16,220	13,721
Lumber	..	12,761
Paper	..	10,922
Silk Goods	..	9,483
Hardware	..	9,002
Wine .. .. .. pipes	1,041	8,095
Soap .. .. quintals	4,672	7,975
Coffee .. .. .. „	2,619	7,853
Salt Fish.. .. .. „	12,778	5,696
Petroleum .. arrobas	9,044	4,811
Spun Cotton .. quintals	264	3,576
Earthenware	..	2,928
Rice .. .. quintals	3,642	2,883
Dried Vegetables .. „	..	2,697
Canvas	..	2,382

The quantities and the value of the different articles exported to, and imported from, Great Britain is shown by the following Table:—

Articles.	Exported.	
	Quantities.	Value.
		£
Cochineal .. .. lbs.	2,352,662	314,191
Specie	..	16,272
Wine .. .. .. pipes	140	2,706
Various articles	..	1,347
Barilla .. .. quintals	4,500	967
Orchilla .. .. „	435	712
Almonds .. .. „	90	219
Sweet Potatoes .. „	3	1
Total	..	336,415
	Imported.	
Cotton stuffs	..	148,712
Guano and Manure quintals	49,869	42,614
Linen stuffs	..	37,758
Various articles	..	25,370
Woollen stuffs	..	21,861
Coals .. .. quintals	238,918	13,977
Tobacco .. .. „	1,376	7,478
Hardware	..	5,999
Silk stuffs	..	4,509
Spun cotton .. quintals	264	3,576
Spirits .. .. .. pipes	218	3,072
Earthenware	..	2,665
Petroleum .. arrobas.	2,568	1,366
Canvas .. .. quintals	388	1,276
Mixed stuffs	..	906
Skins	..	437
Coffee .. .. quintals	112	403
Paper	..	266
Potatoes .. .. quintals	1,205	256
Rice .. .. „	243	203
Sugar .. .. „	53	71
Salt Fish.. .. „	41	42
Soap .. .. „	9	10
Total	..	322,827

TABLE showing the comparative Value of the Exports and Imports with Great Britain during the Years 1865 and 1866.

	Value of Exports.	Value of Imports.
	£	£
1865	207,836	195,559
1866	336,415	322,827

TABLE showing the Total Value of Exports and Imports to and from all Countries for the last Five Years.

	Value of Exports.	Value of Imports.
	£	£
1862	302,579	336,132
1863	319,644	301,466
1864	339,784	425,928
1865	439,191	425,531
1866	584,238	626,711

It will be seen that the value of the exports for this year exceeds that of 1865 by 145,047*l.* This most favourable result is due entirely to the increased quantity of cochineal which has been produced and exported during the year, as shown below.

	Cochineal Exported.	
	Quantity.	Value.
		£
1865 .. .. lbs.	2,391,220	320,878
1866 .. .. „	3,446,664	473,429

The foregoing Tables have been compiled from Statistics obtained at the Custom-house of this port.

TABLE of English Equivalents in Weights and Measures in the foregoing Tables.

Arrobas	=	4 Gallons.
Quintals	=	104 lbs.
$4\frac{2}{3}$ Fanegas (struck)	=	1 Imperial Quarter.
$4\frac{1}{2}$ „ (heaped)		
92 Reales Vellon ..	=	£1.

GENERAL REMARKS.

The very large increase in the exports and imports into the different ports of the Canary Islands during the year 1866, as exhibited by the foregoing Tables, is due entirely to the greatly augmented production of cochineal; it is acquiring each day greater development; not only is much new land employed in its cultivation, but more care and intelligence is displayed in this branch of industry. Guano is now very generally used, several vessels of large tonnage having lately arrived at the port of Santa Cruz Teneriffe, direct from the Chincha Islands, laden with this manure, which has been found to impart softness to the cactus leaf, thereby rendering it more nutritive to the insect, and materially increasing its propagation. It is, however, only employed with advantage on lands which can be constantly irrigated, and these must be limited in

extent until means have been adopted to increase the supply of water. Much has been done in this respect during the last few years. Abundance of water has been brought from the mountains to the fertile and beautiful valley of Orotava, and explorations have been made at Laguna, at Santa Cruz in Teneriffe, and on the south side of that island, with the same object, which promise favourable results. A black volcanic sand, commonly called picon, which is obtained in several places in this Island of Teneriffe, has been used with great success on the dry lands dedicated to the cultivation of the nopal. Experience has proved that, when the ground is covered with a layer of this sand, from four to six inches in thickness, it retains its moisture during the greatest heat of summer; it also impedes the growth of weeds, which, when they do appear, can be extracted with great facility; it is said also to preserve the virtue of manure for several years. As yet, the picon, although it is very abundant, has only been employed on lands in the vicinity of the places in which it is found, in consequence of the great expense of its transport to a distance, from the want of roads.

Little has been done during the year to augment the production of wine; and that of cotton and tobacco may be said to be abandoned. Most of the available land will gradually be planted with the nopal. The capital and energy of the landowners are and will continue to be devoted almost entirely to the production of cochineal, which has already augmented the value of land. Should the high price of this commodity be maintained, it will in a few years be the source of great wealth and prosperity to the inhabitants of these islands.

The construction of roads and all other Government works have lately been suspended, it is said, from want of funds.

The communication between the several islands and the postal service is still carried on by means of small sailing vessels.

Santa Cruz, Teneriffe, July 14, 1867.

PHILIPPINE ISLANDS.

Report by Mr. Vice-Consul Jose De Bosch on the Trade and Commerce of Sual for the Year 1866.

A SENSIBLE diminution has taken place in the aggregate of production and trade of the province of Pengasinan, that is, which supplies the commerce of this port.

That diminution was already foreseen by me in my communication No. 3 of the preceding years' series, last paragraph, in which I informed the Consulate of the natural perturbations that had taken place in this province in the month of October of 1865.

The harvest for 1866 was still more scanty than was foreseen in that communication, and having also been generally scanty, the harvests throughout the Archipelago, the price of rice (which here is the chief article of export) consequently rose, and was sustained at a very high rate throughout the Monsoon, whilst in the China markets, recipients of this export, the prices were much reduced. The business between the said markets and Sual was therefore unfavourable, notwithstanding the advantageous current rate of exchange on Hongkong at that period.

The Manila market, owing to the scarcity of production in the provinces, offered, in the meantime, very good prices, and it naturally happened that exportation for other markets became suspended, and the products of Pangasinan directed by coasting vessels to Manila and some other places that at the same time offered good prices.

The demand and rising prices there were so favourable to the commerce of Pangasinan that the natives imprudently sold even what was necessary to their own subsistences, the result of which was a scarcity during the months of August, September and October, so great that in some villages where resources had been exhausted, the inhabitants nourished themselves on herbs and roots. This state of things ceased in presence of an early harvest for 1867, which is announced to be very copious.

Notwithstanding the scarcity from January to July, 86,000 piculs of rice, 1,830 piculs of sugar, 2,800 of sapanwood, and some other articles, valued at 500 or 600 dollars, have left Pangasinan for Hongkong, and 145,265 cavans of rice, 24,292 piculs of sugar, 13,261 piculs of sapanwood, and 125 cwt. of indigo for Manila, the whole amount valued at 606,977 dollars 25 cents, a quantity far inferior to that produced by Pangasinan in former years.

In a country like Pangasinan, entirely agricultural, the harvests influence the whole commerce.

The import trade of foreign goods and manufactures has been much less active in 1866 than in the preceding year, only 152,000 dollars; and, notwithstanding the sales during the four or five months of scarcity were almost nominal, and considerable deposits yet remain in the warehouses for the year 1867.

The falling off in commerce, the scarcity of the harvest of Nipa (which, like other products, suffered heavily in the inundations of 1865), and the difficulty of subsistence during a portion of 1866, must have sensibly affected the revenue, especially the Customs in Sual, which will hardly have produced 5,000 or 6,000 dollars.

Notwithstanding all this, a notable step in advance has been taken for Pangasinan. Two steamers, first the "Feima," and then the "South-western," have maintained an intercourse between Sual and Manila, with more or less regularity, precisely at the season that the coasting-trade was interrupted. It is to be hoped that this attempt may lead to a permanent enterprise.

Sual, January 2, 1867.

TURKEY.

SMYRNA.

Report by Mr. Consul R. W. Cumberbatch on the Trade and Commerce of Smyrna for the Year 1866.

Shipping and Navigation.

The gross amount of shipping arriving at this port, during 1866, is less than that of last year by 37 vessels, although the tonnage exceed that of last year by 103,716 tons. The value of the imports are also greater than those of 1865 by 1,318,469*l.*

The gross amount of vessels cleared was 24 less than that of 1865, but the tonnage exceeded that of last year by 105,860 tons. A great number of the vessels left in ballast.

The exportations amounted in value to 440,098*l.* less than those of last year. This was attributable to the total failure of the crops in several districts. The fig crop was also very inferior.

The trade of Smyrna has been greatly affected by the bad harvests of the years 1865 and 1866; therefore, without the harvest of 1867 is sufficiently abundant to enable the agriculturists to purchase the large stock of cotton goods still on hand, very heavy losses will be incurred.

The number of British vessels entered and cleared were as follows:—

Entered.			Cleared.		
Vessels.	Tonnage.	Value of Cargoes.	Vessels.	Tonnage.	Value of Cargoes.
		£			£
162	92,665	1,165,500	164	93,954	1,520,040

	Entered				Cleared.			
	With Cargoes.		In Ballast.		With Cargoes.		In Ballast.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
Steamers ..	68	73,015	8	4,518	72	73,954	6	4,838
Sailing Vessels	65	11,780	21	3,352	68	10,451	18	4,711
Total ..	133	84,795	29	7,870	140	84,405	24	9,549

Most of the above-mentioned steamers arrived in port with part cargoes only, and left with part cargoes.

The foreign navigation and trade at Smyrna, during the year 1866, was as follows:—

Entered.			Cleared.		
Vessels.	Tonnage.	Value of Cargoes.	Vessels.	Tonnage.	Value of Cargoes.
		£			£
1,344	507,652	2,424,190	1,344	506,676	2,038,600

Total of British and Foreign Vessels.

Entered.			Cleared.		
Vessels.	Tonnage.	Value of Cargoes.	Vessels.	Tonnage.	Value of Cargoes.
		£			£
1,506	600,317	3,589,690	1,508	600,630	3,558,640

Gross Navigation and Trade for 1865 and 1866.

	Entered.			Cleared.		
	Vessels.	Tons.	Value of Cargoes.	Vessels.	Tons.	Value of Cargoes.
			£			£
1865 ..	1,543	696,601	2,271,221	1,532	494,770	4,046,338
1866 ..	1,506	600,317	3,589,690	1,508	600,630	3,558,640
Decrease ..	37	..	..	24	..	487,698
Increase ..	..	103,716	1,318,469	..	105,860	..

The number of British arrivals were 12 less than those of 1865.

Coasting Trade.—The native coasting trade is not included, and amounts to—

Entered.—1,603 small crafts; 23,506 tons; value of cargoes, 172,840*l.*

Cleared.—1,576 small crafts; 22,602 tons; value of cargoes, 47,600*l.*

Port Regulations.—No alterations have taken place in the port and quarantine regulations and dues since the Report of 1865.

Average Rates of Freights to England in 1866.

By Steamers.

		£	s.	d.		£	s.	d.
Carpets	bale	1	5	0	to	1	10	0
Chrome of Ore	ton, G.W.	0	5	0		1	0	0
Cotton Wool	,, meast.	0	15	0		1	5	0
Emery Stones	,, G.W.	0	5	0		1	0	0
Fruit, dry	,, ,,	2	0	0		3	0	0
Galls	,, ,,	2	0	0		3	0	0
Goats' Wool	,, ,,	5	0	0		5	10	0
Gums	,, meast.	2	0	0		3	0	0
Madder Roots	,, ,,	0	8	0		1	0	0
Opium	,, ,,	7	15	0		7	15	0
Otto of Roses	ad valorem	1 per cent.				1 per cent		
Seamony	ton meast.		,,				,,	
Sheep's Wool	,, ,,	0	15	0	to	1	5	0
Skins	bale	0	8	0		0	10	0
Sponges	ton meast.	1	10	0		2	10	0
Valonea	,, G.W.	1	5	0		2	5	0
White Stones	,, ,,	0	5	0		1	0	0
Yellow Berries	,, ,,	1	10	0		2	10	0

By Sailing Vessels.

			£	s.	d.		£	s.	d.
Bones	ton,	G.W.	1	10	0	to	2	0	0
Chrome of Ore	,,	,,	0	5	0		1	0	0
Emery Stones	,,	,,	0	5	0		1	0	0
Fruit, dry	,,	,,	2	0	0		2	5	0
Madder Roots	,,	,,	2	0	0		2	10	0
Valonea	,,	,,	1	10	0		2	10	0
White Stones	,,	,,	0	5	0		1	0	0

VESSELS Entered and Cleared during the Year 1866.

Nationality.	Entered.		Cleared.	
	Vessels.	Tons.	Vessels.	Tons.
British	162	92,665	164	93,954
American	6	1,886	6	1,886
Austrian	194	122,612	196	122,028
Dutch	10	1,480	10	1,480
French	168	99,727	164	99,474
Greek	272	50,732	265	50,330
Hanoverian	2	266	2	266
Hans Towns	3	460	3	460
Italian	36	10,963	36	10,870
Mecklenburg	2	462	2	462
Oldenburg	6	701	6	701
Prussian	6	1,310	6	1,310
Russian	57	36,864	59	36,852
Spanish	11	3,620	11	3,620
Swedish and Norwegian	4	1,037	4	1,037
Turkish and Egyptian	567	175,530	574	175,900
Total	1,506	600,317	1,580	600,630

GROSS Amount of Imports at the Port of Smyrna in the Year 1866.

		Quantity.	Value.
			£
Steel, Iron, Shot, Nails, &c.	packages	31,670	397,810
	tons	12,785	
Manufactures, Silk, &c.	packages	34,320	861,280
Butter and Cheese	,,	5,295	150,807
Wood and Timber	,,	241,581	45,781
Coffee	bags	70,351	361,522
Cochineal, Indigo, &c.	packages	1,971	13,381
Coals	tons	45,752	30,671
Cloth, Cotton, Stuff, Linen	packages	8,690	462,352
Drugs and Medicines	,,	7,309	95,372
Flour, Wheat, Rice, &c.	,,	64,179	225,352
Stoneware, Glass, &c.	,,	12,367	60,520
Gold Wire, Watches, &c.	cases	157	42,550
Dried Fish, &c.	packages	3,567	30,565
Skins	,,	2,751	50,722
Furniture, Hardware, Stationery, Firearms, &c.	,,	40,781	440,724
Rum, Brandy, Spirits	barrels	19,780	251,782
Sugar	,,	18,200	95,672
Tobacco, Snuff, &c.	bales	3,200	70,960
Sundries	packages	21,750	74,707
	pieces	29,781	
	tons	2,750	
Total			3,762,530

GROSS Amount of Exports from the Port of Smyrna in the Year 1866.

	Quantity.	Value.
		£
Madder Roots.. .. .. .. bales	20,724	250,714
Wheat, Barley, Flour .. .. tons	2,608	15,703
Boxwood, &c.. .. .. .. pieces	4,809	4,650
Cotton.. .. .. bales	34,850	521,600
Wax, Gums, Galls .. .. packages	8,060	122,327
Drugs, Opium, &c. .. .. „	15,980	587,910
Sponges, &c.. .. .. „	9,070	237,785
Otto of Roses.. .. .. .. boxes	135	3,150
Dry Fruits .. .. .. packages	195,100	652,683
Ditto.. .. .. boxes and cases	680,420	182,950
Yellow Berries, &c. .. .. .. bags	49,875	128,675
Wool, Hair, &c. .. .. .. bales	8,620	30,582
Lamb Skins, &c. .. .. .. „	3,070	75,890
Cocoons, Silk, &c. .. .. .. „	410	161,780
Carpets, Cloths, &c. .. .. packages	1,815	385,361
Valonea .. .. tons	28,980	24,200
Wines, Spirits, &c. .. .. barrels	1,760	
Sundries.. .. .. .. packages	25,320	220,193
tons	2,045	
Total	..	3,606,240

PRICES of the principal Imports at the Port of Smyrna in the Year 1866.

	£	s.	d.		£	s.	d.
Anniseed .. per cwt.	4	0	0	Nails.. .. .. cwt.	1	5	0
Alum.. .. „	0	16	0	Nutmegs .. .. „	4	10	0
Arsenic .. „	1	15	0	Oil, Linseed .. .. gallon	0	2	6
Bagging .. bale of 500	25	0	0	Paint.. .. .. 28 lbs.	0	5	6
Beer .. .. .. dozen	0	12	0	Petroleum .. canister	1	0	0
Brandy .. .. gallon	0	5	0	Pepper .. .. cwt.	4	0	0
Blacking .. .. dozen	0	12	0	Pimento .. .. „	3	0	0
Butter .. keg of 28 lbs.	2	0	0	Pitch.. .. .. barrel	2	10	0
Canvas .. .. yard	0	0	6	Rice .. .. .. cwt.	1	1	0
Cassia .. .. cwt.	4	0	0	Ropes.. .. .. „	4	0	0
Cloves .. .. „	4	0	0	Rum .. .. .. gallon	0	1	5
Cochineal .. .. lb.	0	5	0	Sal Amoniac.. .. cwt.	2	10	0
Coffee .. .. cwt.	4	0	0	Saltpetre .. .. „	2	5	0
Copper .. .. lb.	0	0	8	Seed, Cotton.. .. „	0	12	6
Copperas .. .. cwt.	0	10	0	Soap .. .. .. „	2	8	0
Coals .. .. .. ton	1	10	0	Steel .. .. .. „	1	10	0
Cheese .. .. cwt.	0	1	0	Sugar .. .. „	2	0	0
Earthenware.. .. crate	8	0	0	Tea .. .. .. lb.	0	4	0
Gins, Cotton.. .. piece	5	0	0	Tin, Plates .. .. box	1	10	0
Gin .. .. .. dozen	0	12	0	„ Bars .. .. cwt.	6	0	0
Ginger .. .. cwt.	3	0	0	Twine .. .. „	1	10	0
Grease .. .. „	3	0	0	Twist, Cotton .. bundle	1	2	0
Gunpowder .. quarter barrel	1	10	0	Wine, Sherry .. dozen	1	15	0
Herrings .. .. barrel	1	2	0	„ Port .. .. „	2	0	0
Indigo .. .. cwt.	0	11	0	Wax .. .. .. lb.	0	1	3
Iron .. .. .. ton	8	0	0	Wire .. .. .. cwt.	2	5	0
Lead .. .. .. cwt.	2	5	0	Zinc .. .. .. „	2	3	0

PRICES of the principal Exports at the Port of Smyrna in the Year 1866.

	£	s.	d.
Barley .. Imp. quarter	1	0	0
Beans.. „	1	1	0
Bones .. .. ton	3	10	0
Boxwood .. .. „	6	0	0
Carpets .. square pike	0	9	0
Chrome Ore .. .. ton	7	0	0
Cocoons .. .. cwt.	14	0	0
Figs .. .. .. „	2	0	0
Raisins, Red .. .. „	1	5	0
„ Black .. .. „	0	9	0
„ Sultanas .. „	1	15	0
Galls.. .. .. „	5	10	0
Gums .. .. „	10	0	0
Liquorice .. .. case	9	0	0
Madder Roots .. cwt.	1	15	0
Opium .. .. lb.	0	17	0
Otto of Roses .. ounce	1	16	0
Resin.. .. .. barrel	1	15	0

	£	s.	d.
Rags .. .. .. cwt.	0	15	0
Rugs.. .. .. piece	6	0	0
Scamony .. .. lb.	0	18	0
Seed, Cotton.. .. ton	2	0	0
„ Canary Imp. quarter	2	10	0
„ Hemp „	1	12	0
Silk, Waste .. .. lb.	0	6	0
Sponges .. .. „	0	16	0
Storax .. .. cwt.	2	0	0
Stones, Emery .. ton	4	0	0
Tobacco .. .. lb.	0	5	0
Valonea .. .. ton	18	0	0
Wine barrel of 40 galls.	3	10	0
Wool, Goats'.. .. lb.	0	3	0
„ Sheep's .. „	0	0	10
„ Cotton .. „	0	0	10
Skins, Lamb .. bale	16	0	0
Yellow Berries .. cwt.	4	10	0

Salt.—The salt-works have produced this year about 25,000 tons of salt, which gives a profit to the Imperial Treasury of about 164,000*l.* The price still continues to be 1 piastre, or 2*d.*, per oke of $2\frac{3}{4}$ lbs.

MONTHLY Rates of Exchange for 1866, per 1*l.* sterling.

	Piastres.
January	108
February	108½
March	109
April	110
May	111
June	112
July	110
August	109
September	108
October	109
November	110
December	110

ENGLISH Equivalents of Weights, Measures, and Moneys.

Weights.

1	Oke or 400 drams	equal to ..	$2\frac{3}{4}$ lbs.
1	Cantar or 44 Okes	„ ..	1 cwt. 8 lbs.
1	Tchoki ..	„ ..	2 cwt. $13\frac{3}{4}$ lbs.

Dry Measure.

$8\frac{1}{3}$ Kilos., equal to .. .. 1 Imperial quarter.

Currency.

1	Piastre ..	equal to ..	2*d.*
5½	Piastres ..	„ ..	1*s.*
110	Piastres ..	„ ..	1*l.* sterling.

Grain.—The grain crops were fair in some districts, but in other districts it was a total failure, and the consequent distress has been very great.

Cotton.—The cotton crop was totally lost in some districts, the heavy north-east winds prevalent in July having destroyed the plants. The result of this produce was at one time estimated at 120,000 bales, but 60,000 bales was the utmost that was really collected, although the amount of ground sown was even larger than during the year 1864.

Madder-roots.—This crop was good, and amounted to 80,000 tons.

Silk.—A bad crop, and only amounted to about 1,000 cwt.

Wool.—This crop was middling, but of good quality, and amounted to about 1,500 tons.

Valonea.—This crop was very inferior, and amounted only to 17,000 tons, exported to Europe.

Opium.—This crop was a good one, and has given 6,500 cwt. of very superior quality.

Industry.—None of the ginning and pressing establishments were engaged this year for any length of time, a greater portion of the crop being cleaned by native gins, as the price offered for ginning was not sufficiently remunerative.

Public Works.

Railways.—The Aidin and Smyrna Railway was opened to Aidin in September last, as well as the Casaba line to Casaba. The result of the former has not been satisfactory as yet, as the expenses are barely defrayed; but it cannot be called a fair trial of what it may realize in a productive season. Nearly half of the traffic of this district is still carried on by the camels.

The Casaba line was more successful, and obtains at least nine-tenths of the traffic from that district, and realizes about 7 per cent. upon the capital expended.

Quay.—Like many of the projections in this country, the quay has been abandoned.

Gas Works.—The Gas Company extinguished the lights for some time, when other arrangements were made for the collection of the rates; but I foresee future difficulties will arise for want of proper support on the part of the Government

Banks.—The want of branch banks in the interior will be greatly felt this year, as the agriculturists have no means of purchasing seed grain; and although the season is very promising, yet half the land will remain unsown

Cattle Disease.—There has been very slight mortality amongst the horned cattle and camels, but large flocks of sheep have been totally destroyed by another description of disease in the neighbourhood of Smyrna.

Mines.—Another emery mine has been discovered about 25 miles from Smyrna, in the vicinity of the Aidin Railway. The quality of the ore is good, and the whole mountain appears to consist of emery.

Smyrna, Dec. 31, 1866.

VENEZUELA.

RIVER ORINOCO.

Report by Mr. Vice-Consul Lewis Joel on the Trade and Commerce of the River Orinoco, State of Guayana, for the Year 1866.

Imports.

The gross value of the imports for the year 1866, according to the Custom-house returns, was 83,184*l.*, being a decrease of 16,271*l.*, as compared with the preceding year. These figures, however, do not show the true value of the imports, as from the system of under valuation of invoices presented to the Custom-house, and the surreptitious introduction of merchandize, it is impossible to arrive at a correct estimate. Double the amount stated would probably be nearer correct.

Exports.

The Custom-house returns of the value of the exports for the year is 47,466*l.*, showing a decrease, compared with the preceding year, of 17,015*l.*; but as gold, the produce of the mines of Caratal, is not mentioned as an item of export in the returns of either year, it having been clandestinely exported to evade the duty of 10 per cent., and as the yield in 1866 was considerably more than that of the previous year, the decrease in the value of exported produce has been more than made up in gold, the value of which, exported in 1866, was about 100,000*l.*

The export duty of 10 per cent. on gold, the produce of the mines of this State, was abolished in March of the present year.

Shipping.

The number of vessels entered during the year was 74, aggregate tonnage 10.891; and cleared 84, tonnage 11,682; showing, as compared with the previous year, a decrease in the entered tonnage of 1,143 tons, and in the cleared of 1,590 tons.

This decrease is more attributable to the decline of the cattle trade between this and the British West India Colonies than to the small decrease in the value of imported merchandize.

The port charges are about 5*s.* per ton, and pilotage 12*s.* 10*d.* per foot.

Ciudad Bolivar, July 5, 1867.

UNITED STATES.

BUFFALO.

Report by Mr. Consul Hemans on the Trade and Commerce of Buffalo for the Year 1866.

If the State Census for 1865 is to be relied upon the rate of increase in the population of Buffalo during the last five years has been much below its former average.

In each of the three decades which make up the period comprised between 1830 and 1860, that rate was not less than 100 per cent. on the ten years; whereas in the half decade terminating with 1865 the increase barely exceeded 16 per cent.—the census of 1860 showing a population of 81,129, and that of 1865 a population of 94,210 only.

The number of resident foreigners borne on the returns of these two years, and the rate of increase for the different nationalities during the interval embraced, are given below:—

	1860	1865	Increase.
			Per cent.
Germans	18,233	19,267	5·8
Irish	9,276	9,689	4·3
British Americans	2,464	3,918	58·0
English	2,965	3,124	5·4
Scotch	799	835	5·0
Other Countries	3,944	3,036	..
Total	37,681	39,569	4·4

It seems remarkable, at first sight, to find the lowest ratio of increase marked against the Irish population on the above list. The explanation of this no doubt is that a much larger proportion of Irish joined the army between the dates treated of than of any other nationality.

The total number of voters registered in Buffalo for 1865 was 16,460, of which number 5,931 only were "natives," the remaining 10,529 being "naturalised," a fact well worth noting.

Temporary relief (chiefly out-door) was given in 1866 to 4,755 persons, at a total cost of 22,450 dollars. Of this number 1,896 were Irish. 1,641 were Germans, and 480 were English, Scotch, and Canadians. It is, at the same time, proper to state that the poor-house located here serves for the whole county of Erie.

Rather more than 18,000 scholars were in attendance at the public schools during the year, and the total expenditure charged against the school fund was 152.270 dollars. Of the adult population 3,100 were returned as "unable to read and write."

The arrests made between the 7th of May, 1866—on which day a new system of police came into operation—and the 1st of January, 1867, numbered 7,412. Of the cases to which these arrests referred, 5,117 were summarily disposed of by justices of the peace, 1,931 were settled at the police office, and 364 were sent up to higher tribunals. The fact that the number of arrests during the eight months referred to is double the entire annual average for the seven years ending with 1864, must be ascribed rather to the increased efficiency of the force than to any proportionate increase of crime. One reason of this increased efficiency may probably be sought in the new system of paying fixed salaries to the

officers instead of remunerating them by fees alone—an arrangement which may safely be presumed to have offered special inducements to the compounding of misdemeanours.

Under the stimulus of a cholera panic the Street Commissioners were in 1866 unusually active. Nearly 80,000 dollars were spent in the construction of new sewers, wells, bridges, and sidewalks, and nearly 40,000 more on repairs to similar structures. In private building the enormous rise in rents caused large sums to be invested. A leading journal here estimates the total amount expended within the year in this direction at 5,000,000 dollars; but this estimate must be accepted with caution. Two new churches were completed during 1866, at an aggregate cost of 120,000 dollars; three new elevators cost together 435,000 dollars, and about 500,000 was invested in business premises. The balance is supposed to be covered by the large number of private residences added to the town.

The introduction of the fire alarm telegraph during the year under review is worth noting. Up to last July the alarm of fire was entrusted to a watchman stationed on a lofty bell tower, and provided with a powerful glass to sweep the horizon. But the growth of the town rendered this arrangement constantly less and less efficient, and the alarm telegraph referred to has now entirely superseded it. In order the more easily to localise fires, Buffalo is now divided into 17 districts, in each of which a fire signal box has been set up. These boxes, which are of iron, and measure about 18 inches by 14, are attached to some convenient building—generally an engine-house—and contain within them a small telegraphic apparatus communicating with the central fire department. As the sole duty of this apparatus is to transmit the number of the district in which it is placed, there has been no difficulty in subjecting its operation to the simple turning of a crank. The first discoverer of a fire, therefore, has only to procure the key of the district box (five keys to each of these boxes are distributed among the nearest stores, &c.) and to turn this crank according to directions given inside. The number of the district is thereby conveyed to the central department, where it is struck upon the alarm bell and repeated on various subsidiary bells throughout the town. The engines are thus enabled to start at once in the right direction, getting up steam on the road.

The only fires of any magnitude during the year destroyed two elevators and a railway freight house, of which the aggregate value was 345,000 dollars.

Commerce and Navigation.

The arrivals and clearances of British and American ships during the season of 1866 were as follows:—

Nationality.	Entered. Number of Vessels.	Tonnage.	Number of Crews.
British	698	84,611	4,058
American (to and from British Colonial Ports)	1,960	2,125,511	21,426
Ditto Coasting	4,183	1,547,454	48,183
	Cleared.		
British	803	78,537	4,164
American (to and from British Colonial Ports)	2,264	2,122,014	20,708
Ditto Coasting	4,170	1,364,301	47,609
Grand Totals	14,078	7,317,428	146,148

The corresponding totals for 1865 were 13,444 vessels and 7,032,593 tons.

The losses of life and property on all the upper lakes during the season of 1866 were as follows:—

Loss of Life		111
	$	$
Loss of Property on Steam Hulls	331,648	
„ „ Cargoes ..	197,260	
		528,908
„ on Sailing Hulls ..	754,090	
„ „ Cargoes ..	364,338	
		1,118,438
Total		1,647,326

The following was Buffalo's share in the above disasters:—

Loss of Life		11
	$	$
Loss of Property on Steam Hulls	107,210	
„ „ Cargoes ..	18,910	
		126,120
„ on Sailing Hulls ..	105,338	
„ „ Cargoes ..	40,650	
		145,988
Total		272,108

Lake and Canal Commerce.

Breadstuffs.—The eastward movement of grain during the last five years was as under:—

Imports by Lake.

	1862.	1863.	1864.	1865.	1866.
	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.
Flour	14,230,110	14,890,445	10,142,650	8,941,965	6,567,745
Wheat	30,435,831	21,240,348	17,677,549	14,437,888	10,515,678
Indian Corn ..	24,288,627	20,096,982	10,478,681	19,840,901	27,998,542
Oats	2,624,932	7,322,187	11,682,637	8,494,799	10,298,751
Barley	423,124	641,449	465,957	820,563	1,672,757
Rye	791,564	422,309	633,727	817,676	1,193,519
Total ..	72,794,188	64,603,690	51,030,301	51,353,792	58,246,992

Exports by Canal.

	1862.	1863.	1864.	1865.	1866.
	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.
Flour	2,259,070	2,348,960	634,100	710,090	261,625
Wheat	27,751,786	19,404,308	16,138,386	10,202,154	7,772,217
Indian Corn ..	22,287,185	18,980,442	9,757,022	18,474,331	25,548,596
Oats	2,164,778	6,537,498	11,178,564	7,900,451	8,922,433
Barley	201,744	419,157	97,748	514,951	1,301,715
Rye	653,480	361,718	517,131	629,758	972,647
Total ..	55,318,043	48,042,083	38,522,951	38,431,735	44,779,233

The movement of 1866 was, it will be observed, considerably larger than that either of 1864 or of 1865. The prosperity, however, which this fact seems to indicate was more apparent than real, and the higher figures of the year are due much more to an artificial stimulus given to speculation by the Prussian war and by reported deficiencies in the European harvests than to the natural and healthy development of trade. The reports and anticipations referred to were not justified by the event. The Prussian war proved an affair of weeks instead of years, and the rich harvests both of France and Russias amply compensated for shortcomings elsewhere. The Buffalo grain merchants soon found that their staple was actually commanding a lower price at Liverpool than at New York, and wide spread financial embarrassment was the inevitable consequence.*

I give below the current prices of cereals here in 1866, compared with the prices of the three preceding years:—

	1863.	1864.	1865.	1866.
	$ cts.	$ cts.	$ cts.	$ cts. $ cts.
Flour, extra, per barrel	5 55	8 92	9 49	7 00 to 12 50
„ double extra „	7 04	9 81	10 61	10 08 15 00
Wheat, Spring per bushel	1 14	1 71	1 57	1 26 2 40
„ Club .. „	1 19	1 70	1 66	1 60 2 30
„ Red Winter „	1 26	1 80	1 71	1 96 2 60
„ White ditto „	1 50	2 00	2 15	2 05 3 00
Indian Corn .. „	0 70	1 37	0 70	0 50 1 15
Oats .. .. „	0 64	0 77	0 57	0 36 0 60
Barley .. .. „	1 21	1 54	1 19	0 76 1 25
Rye .. .. „	0 88	1 40	1 02	0 70 1 05

In order more clearly to show the fluctuations of 1866, the extreme, instead of the average, prices of that year have been given in this Table.†

Pork, Beef, &c.—The castward movement of provisions during the last five years was as under:—

Imports by Lake.

	Pork.	Beef.	Bacon.	Lard.
	Barrels.	Barrels.	lbs.	lbs.
1862	171,552	123,301	25,687,657	22,471,204
1863	303,584	151,605	28,541,150	29,849,939
1864	159,932	141,717	10,929,380	19,232,166
1865	69,116	40,895	5,094,662	5,443,510
1866	36,259	10,929	2,208,814	1,778,570

* The imports of wheat from the United States into Great Britain were, in 1866, only 635,239 cwt. In 1865 they had been 1,177,618 cwt., and in 1864, 7,895,015 cwt.

† The following statistics of the crops for 1865 and 1866 are taken from the monthly reports of the United States Agricultural Department.

	1865.		1866.	
	Bushels.	Acres.	Bushels.	Acres.
Wheat	148,522,827	12,304,894	151,999,906	15,424,496
Indian Corn ..	704,427,853	18,990,180	867,946,295	34,306,538
Barley	11,391,286	542,175	11,283,807	492,532
Rye	19,543,905	1,396,123	20,864,944	1,548,033
Oats	225,252,295	6,894,091	268,141,077	8,864,219

Exports by Canal.

	Pork.	Beef.	Bacon.	Lard.
	Barrels.	Barrels.	lbs.	lbs.
1862	126,421	53,826	4,242,483	6,549,454
1863	201,248	78,904	3,068,098	18,637,701
1864	61,250	82,428	200,337	2,872,413
1865	16,397	8,376	1,327,972	1,787,526
1866	856	1,773	1,579	85,457

The falling off in this traffic is conspicuous. In 1866 the range of price for pork per barrel was 21 dollars to 35 dollars. Bacon ranged from 14 to 16 cents. per lb., hams from 21 to 23 cents., and lard from 13 to 22½ cents.

Coal.—The eastward movement of coal for the last five years has been as follows:—

	Lake Imports.	Canal Exports.
	Tons.	Tons.
1862	84,523	28,947
1863	71,323	20,125
1864	65,224	30,043
1865	68,141	28,283
1866	69,561	50,202

The movement of coal by rail is also considerable, but cannot be accurately stated.

The average price to consumers of soft or bituminous coal, during the year, was about 9 dollars per ton, and that of hard or anthracite coal, 14 dollars. The ton referred to is, however, of 2,000 lbs. only.

A strong, and apparently a successful effort is being made in Buffalo to secure the construction of a projected railway to Emporium, a town in the heart of the bituminous coal district of Pennsylvania. The routes by which Buffalo receives its present supplies from this district are the railways connecting Pittsburg—the American Newcastle—with Cleveland and Erie, whence the transport is continued by lake and the short line from Blossburg (Pa.) to Corning, where the freight is taken up by a tributary to the Erie Canal. The shortest of these routes is nearly 100 miles longer than that which the line to Emporium will throw open.

About 300,000 tons is the estimated annual consumption of coal by Buffalo, and the rapid development of iron manufactures here must render this a constantly increasing figure.

Westward Movement.

No statistics of the movement westward by lake are obtainable. Statistics indeed are evidently in small esteem here, and the materials for my Report are more scanty this year than ever.*

* An elaborate view of the commerce of Buffalo has hitherto been annually published under the nominal auspices of the Board of Trade. The compiler, however, of this valuable paper has found his laborious zeal so inadequately acknowledged that he has been compelled this year to abandon the undertaking, and on "Annual Statement" has consequently appeared.

Railway Commerce.

As the State Engineer's Report has not yet appeared, data for this head are altogether wanting.

Commerce with Canada.

The Reciprocity Treaty expired on the 17th March, 1866; up to that date, from the 1st January, the commerce of Buffalo with Canada is represented by the following figures :—

Imports.

	In British Vessels		In American Vessels.		Total.
	Free under Reciprocity.	Dutiable.	Free under Reciprocity.	Dutiable.	
			$	$	$
First Quarter of 1866	..	..	1,296,227	28,503	1,324,730

Exports.

	Domestic Produce.		Foreign Produce.		Total.
	In American Vessels.	In British Vessels.	In American Vessels.	In British Vessels.	
	$				$
First Quarter of 1866	161,000	..	..	..	161,010

As the lake is never open for navigation during the period to which the above Table refers, the whole of the movement therein treated of was carried on by means of the "International" steamer, or floating bridge, which connects the Lake Huron Railway with Buffalo. This steamer is of American registry, as the classification of the above Table shows.

The values of the principal articles of import and export, free under the treaty, for this broken period, were as follows :—

	Imports.	Exports.
	$	$
Animals	48,017	510
Breadstuffs	445,520	1,310
Seeds	..	7,629
Butter	29,768	..
Eggs	1,664	..
Coal	..	5,276
Lumber, unmanufactured ..	41,715	..
Iron, scrap and pig	..	27,350

The largest dutiable export was petroleum, to the value of 97,936 dollars.

The commerce with Canada during the remaining three-quarters 1866, after the expiration, that is, of the Reciprocity Treaty, was valued as under :—

Imports.

	In British Vessels.		In American Vessels.		Total.
	Free.	Dutiable.	Free.	Dutiable.	
	$	$	$	$	$
1st April to 31st Dec. 1866	7,130	1,006,712	31,496	1,559,467	2,604,805

Exports.

	Domestic Produce.		Foreign Produce.		Total.
	In American Vessels.	In British Vessels.	In American Vessels.	In British Vessels.	
	$	$	$	$	$
1st April to 31st Dec. 1866	160,520	143,713	..	..	304,233

NOTE.—The articles classed as "Free" in the above Tables are chiefly returned merchandize, household furniture, and personal effects.

It would be premature to attempt here any statistical estimate of the effects produced by the termination of the Reciprocity Treaty upon the various interests more immediately affected thereby. In spite however, of the rare recognition in the States of the merits of free trade, as an abstract principle; in spite, too, of the difficulty which most people seem to find in comprehending that California gold is as essentially "native produce" as Minnesota wheat, it may safely be stated that the benefits which reciprocity secured are beginning to be slowly admitted, and that a marked modification of public opinion upon the subject is already perceptible.

Buffalo, July 10, 1867.

PENNSYLVANIA.

Report by Mr. Consul Kortright on the Trade and Commerce of the State of Pennsylvania for the Year 1866.

Since the last report, a continued progressive improvement has taken place in most of the chief branches of industry throughout the state.

Subsequent to the outbreak of the rebellion, an enormous increase was obtained in the prices of all articles of consumption, and wages have risen to an unprecedented rate. Notwithstanding these depressing influences, there has been a steady advance in the principal mining, manufacturing, and agricultural interests of Pennsylvania.

The trade at the port of Philadelphia, in American and other foreign bottoms, has somewhat improved, and the re-opening of the southern trade, stimulated by the establishment of a direct line of propellers from this to the southern ports, has given new energy to commercial operations in that direction.

British trade has known no diminution, on the contrary, a new line of steamers has been established between this port and Liverpool, and it is hoped that gradually the inconvenience attending the landing of goods at New York in transit to Philadelphia may be obviated. This state of things renders, as noticed in previous Reports, the calculations of the imports of Philadelphia only approximative, but the actual returns show an increase over last year of 4,560,176 dollars, or 760,000*l.*, and that of exports an increase of upwards of 5,000,000 dollars, or 900,000*l.*, owing in a great measure to the large trade in Petroleum.

The following Table presents the imports and exports for each year from 1791 to 1866, inclusive :—

	Exports.	Imports.		Exports.	Imports.
	$	$		$	$
1791	3,436,093	..	1811.. ..	9,560,117	..
1792	3,820,662	..	1812.. ..	5,973,750	..
1793	6,958,836	..	1813.. ..	3,577,117	..
1794	6,643,092	..	1815.. ..	4,593,919	..
1795	11,518,260	..	1816.. ..	7,196,246	..
1796	17,513,866	..	1821.. ..	7,392,217	8,158,922
1797	11,446,291	..	1822.. ..	9,047,802	11,874,170
1798	8,915,463	..	1823.. ..	9,617,192	13,696,770
1799	12,481,967	..	1824.. ..	9,364,893	11,865,531
1800	11,949,679	..	1825.. ..	11,269,981	15,041,797
1801	17,438,193	..	1826.. ..	8,331,722	13,551,779
1802	12,677,475	..	1827.. ..	7,575,833	11,212,935
1803	11,030,206	..	1828.. ..	6,051,480	12,884,408
1804	17,881,601	..	1829.. ..	4,090,025	10,000,152
1805	23,159,264	..	1830.. ..	4,291,793	8,772,122
1806	31,384,091	..	1831.. ..	5,513,713	12,124,083
1807	28,919,872	..	1832.. ..	3,616,066	10,678,358
1808	6,960,133	..	1833.. ..	4,078,951	10,451,250
1809	13,860,124	..	1834.. ..	3,989,746	10,479,268
1810	17,235,162	..	1835.. ..	3,739,275	12,389,937

Exports and Imports—*continued.*

	Exports.	Imports.		Exports.	Imports.
	$	$		$	$
1836	3,971,555	15,068,233	1852.. ..	5,828,571	14,785,917
1837	3,841,599	11,680,111	1853	0,527,996	18,834,410
1838	3,477,151	6,360,371	1854.. ..	10,104,416	21,359,306
1839	5,299,415	15,050,715	1855	6,274,338	15,309,935
1840	6,820,145	8,464,382	1856.. ..	7,144,488	16,585,685
1841	5,152,501	10,346,698	1857.. ..	7,135,156	17,850,630
1842	3,770,727	7,385,858	1858.. ..	5,987,251	12,890,369
1843	2,354,948	2,760,630	1859.. ..	5,298,095	15,603,769
1844	3,535,256	7,217,267	1860.. ..	7,839,286	14,531,352
1845	3,574,363	8,159,227	1861.. ..	10,277,938	8,094,161
1846	4,751,005	7,988,396	1862.. ..	11,518,970	8,327,976
1847	8,544,391	9,587,516	1863.. ..	10,628,968	6,269,530
1848	5,732,333	12,147,584	1864.. ..	13,664,862	9,135,685
1849	5,343,421	10,645,500	1865.. ..	12,584,152	8,945,429
1850	4,501,606	12,066,154	1866.. ..	17,913,901	13,505,605
1851	5,356,036	14,168,761			

The premium on gold during the last five years has ranged as follows:—

	1862.	1863.	1864.	1865.	1866.
January	100 to 103⅜	133⅝ to 160¾	151⅓ to 159⅜	197⅓ to 234⅜	138 to 143½
February	102⅛ 102½	152½ 172½	157⅛ 161	196⅝ 216¾	136 140½
March	101⅜ 102½	139 171⅝	159 169¾	148½ 201	125 136½
April	101⅛ 102½	145⅞ 157⅞	166¼ 184½	143½ 154½	125 129
May	102⅛ 104⅛	143½ 154⅝	168 190	128½ 145⅝	125 140¾
June	103½ 109⅛	140½ 148¾	193 250	135½ 147⅝	138 155
July	108⅜ 125⅝	123¾ 145	222 285	138⅝ 146½	147 154
August	112½ 116¼	122⅛ 129¾	231½ 261¾	140½ 140⅛	147⅝ 151¼
September	116⅛ 124	126⅞ 143⅛	191 254⅝	142⅝ 145	143 146⅝
October	122 133½	140⅜ 156¾	189 227¾	144⅛ 149	145 150
November	129 133¼	143 154	210 260	145⅝ 148⅜	138 148
December	128½ 134	148⅛ 152¾	212¾ 253¾	144½ 148½	131 148

The average rates of Exchange during the years 1865 and 1866, have been as follows:—

	1865.	1866.
January	242	157
February	224	151
March	203	143
April	162	138½
May	144	142½
June	152	166½
July	156	164
August	159	162
September	157	158½
October	160	161½
November	161	156
December	161	149

Shipping and Navigation.

The following comparative statement of British trade for the past six years, shows an increase of trade in British vessels :—

	Entered.			
	Number.	Tonnage.	Crews.	Estimated Value of Cargoes.
				£
1861.. ..	118	24,800	1,029	186,085
1862.. ..	158	36,240	1,273	245,535
1863.. ..	246	66,803	2,277	850,386
1864.. ..	256	80,990	2,894	1,930,410
1865.. ..	285	100,755	3,357	1,240,356
1866.. ..	290	99,127	3,477	1,279,560
	Cleared.			
1861.. ..	118	23,169	982	302,779
1862.. ..	149	34,575	1,217	403,202
1863.. ..	234	61,398	2,117	1,081,502
1864.. ..	247	79,611	2,821	1,082,255
1865.. ..	285	100,755	3,357	1,303,700
1866.. ..	290	99,127	3,477	1,383,000

The following is a statement of American vessels that have entered and cleared through the Philadelphia Custom-house during the same period, viz., from 1861 to 1866 inclusive :—

	Entered.			
	From Foreign Countries.		From other American Ports.	
	Number.	Tonnage.	Number.	Tonnage.
1861.. ..	392	130,629	1,078	282,515
1862.. ..	443	152,019	1,152	294,063
1863.. ..	388	116,687	4,049	591,770
1864.. ..	307	89,902	1,235	362,824
1865.. ..	274	76,259	1,196	353,001
1866.. ..	419	143,426	..	..
	Cleared.			
1861.. ..	452	155,566	2,848	579,351
1862.. ..	384	139,576	3,371	610,349
1863.. ..	305	109,936	7,458	861,613
1864.. ..	159	51,784	8,995	1,470,583
1865.. ..	208	68,816	3,370	698,870
1866.. ..	274	113,376	..	..

The above table does not include all the vessels engaged in the coasting trade, but only such as have entered and cleared at the Custom-house.

The following Table will show the number of vessels engaged in the coasting trade. No flag but American is allowed to engage in this trade.

Arrival of vessels engaged in the coasting trade of the United States at Philadelphia, during the years 1861 to 1866 inclusive :—

1861	34,577
1862	35,164
1863	34,096
1864	33,898
1865	31,833
1866	35,060

DIRECT TRADE in British vessels from and to Great Britain and the British Provinces in the year 1866.

ENTERED.

Total Number of Vessels.			Total amount of Tonnage.			Total Number of Crews.	Estimated Value of Cargoes.
With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.		
							£
156	2	158	96,600	2,002	98,602	2,138	875,460

CLEARED.

174	13	187	45,628	5,082	50,710	2,300	891,400

INDIRECT or Carrying Trade in British vessels from and to other Countries in the year 1866.

Nationality.	Total No. of Vessels.			Total Tonnage.			Total Number of Crews.	Estimated Value of Cargoes.
	With Cargoes.	In Ballast	Total.	With Cargoes.	In Ballast	Total		
ENTERED.								
								£
Italy	2	..	2	859	..	859	22	12,000
Sicily	8	..	8	1,817	..	1,817	77	23,500
United States.	..	48	48	..	17,671	17,671	586	..
France ..	1	..	1	187	..	187	..	10,000
Antwerp ..	..	..	..	..	..	..	..	..
Greenland ..	1	..	1	225	..	225	8	5,000
Laguayra ..	6	2	8	1,413	407	1,820	96	21,800
Hayti	1	..	1	211	..	211	5	4,000
Brazil ..	2	..	2	426	..	426	17	26,000
Porto Rico ..	10	1	11	1,897	183	2,288	95	43,100
Cuba	51	..	50	12,490	..	12,490	433	258,700
Total ..	81	51	132	19,525	18,261	37,986	1,339	404,100
CLEARED.								
Genoa ..	4	..	4	1,448	..	1,448	40	31,000
Cuba	30	..	30	7,120	..	7,120	263	39,400
France ..	11	..	11	5,840	..	5,840	163	104,000
Aspinwall ..	1	..	1	267	..	267	9	300
Bremen ..	4	..	4	2,281	..	2,281	52	46,000
Buenos Ayres.	1	..	1	732	..	732	15	500
Porto Rico ..	8	..	8	1,437	..	1,437	66	19,500
Prussia ..	1	..	1	250	..	250	9	5,000
Antwerp ..	18	..	18	10,110	..	10,110	251	151,000
United States.	..	5	5	..	2,517	2,517	100	..
Laguayra ..	5	..	5	1,147	..	1,147	64	11,800
Russia ..	1	..	1	354	..	354	10	7,500
Monte Video..	1	..	1	416	..	416	10	1,000
Rotterdam ..	6	..	6	1,575	..	1,575	59	24,000
Hamburg ..	6	..	5	1,587	..	1,587	49	48,000
Guatanamo ..	1	..	1	173	..	173	7	600
Brazil ..	1	..	1	183	..	183	10	2,000
Total ..	98	5	103	44,920	2,517	46,417	1,177	491,600

Imports and Exports.

The following is the value of foreign imports and exports from 1791 to 1866 :—

Year.	Exports.	Imports.	Year.	Exports.	Imports.
1791	3,436,093	..	1832.. ..	3,616,066	10,678,358
1792	3,820,662	..	1833.. ..	4,078,951	10,451,250
1793	6,958,856	..	1834.. ..	3,989,746	10,479,268
1794	6,643,092	..	1835.. ..	3,739,275	12,389,937
1795	11,518,260	..	1836.. ..	3,971,555	15,068,233
1796	17,513,866	..	1837.. ..	3,841,599	11,680,111
1797	11,446,291	..	1838.. ..	3,477,151	6,360,371
1798	8,915,463	..	1839.. ..	5,299,415	15,050,715
1799	12,481,967	..	1840.. ..	6,820,145	8,464,382
1800	11,949,679	..	1841.. ..	5,152,501	10,346,698
1801	17,438,193	..	1842.. ..	3,770,727	7,385,858
1802	12,677,475	..	1843.. ..	2,354,948	2,760,630
1803	11,030,206	..	1844.. ..	3,535,256	7,217,267
1804	17,881,601	..	1845.. ..	3,574,363	8,159,227
1805	23,159,264	..	1846.. ..	4,751,005	7,988,396
1806	31,384,091	..	1847.. ..	8,544,391	9,587,516
1807	28,919,872	..	1848.. ..	5,732,333	12,147,584
1808	6,960,133	..	1849.. ..	5,343,421	10,645,500
1809	13,860,124	..	1850.. ..	4,501,606	12,066,154
1810	17,235,162	..	1851.. ..	5,356,036	14,168,761
1811	9,560,117	..	1852.. ..	5,828,571	14,785,917
1812	5,973,750	..	1853.. ..	9,527,996	18,834,410
1813	3,577,117	..	1854.. ..	10,104,416	21,359,306
1815	4,593,919	..	1855.. ..	6,274,338	15,309,935
1816	7,196,246	..	1856.. ..	7,144,488	16,585,685
1821	7,392,217	8,158,922	1857.. ..	7,135,156	17,850,630
1822	9,047,802	11,874,170	1858.. ..	5,987,251	12,890,369
1823	9,617,192	13,696,770	1859.. ..	5,298,095	15,603,769
1824	9,364,893	11,865,531	1860.. ..	7,839,286	14,531,352
1825	11,269,981	15,041,797	1861.. ..	10,277,938	8,094,161
1826	8,331,722	13,551,779	1862.. ..	11,518,970	8,327,976
1827	7,575,833	11,212,935	1863.. ..	10,628,968	6,269,530
1828	6,051,480	12,884,408	1864.. ..	13,664,862	9,135,685
1829	4,090,025	10,000,152	1865.. ..	12,584,152	8,945,429
1830	4,291,793	8,772,122	1866.. ..	17,913,901	14,115,004
1831	5,513,713	12,124,083	..	..	..

Petroleum.—The trade in petroleum for 1866, has increased to immense proportions. The principal sources of this extraordinary product seem to be confined chiefly to Venango county in this State and West Virginia, and large as the trade is, it would be still more extensive were it not for the high prices charged by the railways for its transport to the coast. The price of the oil at the wells is only 2 dollars (6*s.* 7*d.*) per barrel, hardly remunerative, whereas the cost of transportation to Philadelphia and New York is 4 dollars (13*s.* 2*d.*) or double its value at the wells, leaving the profits chiefly to the carrying trade. This anomalous state of things has induced a proposal to be made, which, though feasible, will be attended with great expenditure, viz., to lay a vast oil pipe from the wells to the sea coast, and so extensively is the article entering into the various branches of manufacture, and so important is it becoming as a substitute for fuel, that bold as the project is, it is not impossible to be realised.

The exports have been very large, amounting for the year as follows :—

	Refined.	Crude.
	Barrels.	Barrels.
Philadelphia	568,119	124,123
New York	595,612	119,488
Baltimore	45,263	200
Boston	8,434	..
Total	1,217,438	214,111

being equal to 1,867,361 barrels of 40 gallons each of crude oil, or 74,694,440 gallons. A few thousand barrels have been exported from other ports.

The home consumption was 29,537,612 gallons refined, or reduced to crude of 39,416,149 gallons, making the total consumption at home and abroad 114,104,589 gallons of crude oil, surpassing the consumption of 1865 by 21,595,209 gallons. The value of this product is 47,210,379 dollars (7,263,136*l.*).

Table of shipments from all the ports in the United States to the leading ports in Europe during the year:—

	No. of Cargoes.	From New York.	From Philadelphia.	From Baltimore.	From Boston.	Total.
		Barrels.	Barrels.	Barrels.	Barrels.	Barrels.
Antwerp	117	139,228	251,474	9,076	..	385,778
Amsterdam ..	1	..	..	..	1,309	1,309
Bremen	65	92,060	58,118	6,735	..	156,913
Barcelona	11	6,253	3,237	..	..	9,490
Bilboa	5	4,533	..	..	..	4,533
Bordeaux	2	2,003	..	..	..	2,003
Bristol	4	4,693	..	..	..	4,693
Cronstadt	13	21,469	7,731	..	1,511	29,711
Cork, for orders ..	38	35,420	30,352	7,533	3,241	76,536
Copenhagen ..	2	1,427	1,581	..	..	3,008
Cadiz	8	3,216	..	..	..	3,216
Dunkirk	5	1,587	11,149	..	..	12,726
Dublin	1	..	1,468	..	..	1,468
Dantzig	1	1,130	..	..	..	1,130
Grangemouth ..	6	14,563	..	..	..	14,563
Gottenburg ..	1	1,214	..	..	..	1,214
Gibraltar, for orders	26	6,193	23,327	..	..	29,520
Glasgow	1	105	..	..	..	105
Genoa	26	27,684	19,647	..	..	47,331
Havre	47	60,879	64,619	..	..	125,498
Hamburg	45	58,609	39,227	..	..	97,836
Inverkeething ..	1	..	3,900	..	..	3,900
Liverpool	42	59,736	10,750	21,119	..	91,605
London	58	89,410	40,688	..	..	130,098
Leghorn	7	4,649	3,615	..	..	8,264
Lisbon	5	3,721	..	1,500	..	5,221
Konigsburg	4	2,380	4,134	..	..	6,514
Malta	2	750	..	..	350	1,100
Malaga	2	1,337	..	..	507	1,844
Marseilles	44	35,530	77,571	..	1,526	114,627
Naples	1	..	1,046	..	..	1,426
Oporto ..	3	1,425	..	..	..	1,425
Pillau	1	..	1,025	..	..	1,025
Palermo	1	790	..	..	..	790
Rotterdam	26	14,378	30,751	..	..	45,129
Smyrna	1	300	..	..	..	300

	No. of Cargoes.	From New York.	From Philadelphia.	From Baltimore.	From Boston.	Total.
		Barrels.	Barrels.	Barrels.	Barrels.	Barrels.
St. Petersburg ..	2	2,770	..	..	..	2,770
St. Nazaire	3	3,594	..	..	..	3,594
Stettin	6	3,139	8,156	..	..	11,295
Stockholm	2	1,656	1,972	..	..	3,627
Trieste	9	6,769	9,295	..	..	16,069
Venice	2	500	2,720	..	..	3,220
Total	657	715,100	692,542	45,963	8,444	1,462,049
Same time in 1865.. ..		281,969	304,136	15,905	12,095	614,105
„ „ 1864.. ..		482,343	190,050	16,210	20,441	708,044

	Barrels.
From New York	715,100
„ Philadelphia	692,542
„ Baltimore	45,963
„ Boston	8,444
Grand Total	1,462,049

Equal to 61,406,058 gallons, at 42 gallons to the barrel,
Of which—1,201,771 barrels were refined.
224,111 „ crude.
16,167 „ naphtha.

Total barrels .. 1,462,049

Coal.—The yield of coal has surpassed that of all previous years. The total anthracite tonnage over the great carrying roads and canals has been 12,399,747.

Product of the semi-anthracite and other localities 539,281 tons. Total tonnage for the eastern coal-fields 12,939,028 tons, giving an increase of 2,964,692 tons, besides the consumption in the vicinity of the mines, which is estimated to be from 500,000 to 1,000,000 tons.

The approximate product of the bituminous fields in a westerly direction cannot yet be ascertained, but it will doubtless swell the yield for the year 1866 to over 16,000,000 tons. The value of this coal at the markets, of first delivery, is 80,000,000 dollars (11,000,000*l.* sterling).

The following statement of the anthracite coal trade for the periods mentioned, is from reliable authority:—

Regions.	1864.	1865.	1866.	Increase.	Decrease.
Schuylkill Region.	Tons.	Tons.	Tons.	Tons.	Tons.
By Reading Railroad ..	2,763,374	2,813,176	3,425,413	612,237	..
By Schuylkill Canal ..	1,000,500	1,022,740	1,297,047	274,307	..
From Pinegrove ..	24,534	18,485	21,100	2,615	..
By Mahanoy and Lehigh	182,808	218,378	323,693	105,315	..
	3,921,216	4,072,779	5,067,253	994,404	..
Less Leh. Sham. and Lackaw	272,152	336,977	433,766	96,789	..
	3,649,063	3,735,802	4,633,487	897,685	..
	..	..	3,735,802	..	..
Increase in 1866 ..	..	897,685	897,685	..	..

Regions.	1864.	1865.	1866.	Increase.	Decrease.
Lehigh Region.	Tons.	Tons.	Tons.	Tons.	Tons.
By Lehigh Valley Rail.	1,205,419	1,402,277	1,730,475	328,198	..
By Lehigh Canal ..	758,087	888,784	1,066,303	177,519	..
McCaulley's Mountain.	1,787	546	..	..	546
Hozie and Longstreth..	..	..	19,923	19,923	..
By Little Schuylkill R.R.	8,690	..	..	..	..
	2,063,983	2,291,607	2,816,701	525,640	546
Less Wyoming Coal..	9,314	250,694	344,218	94,524	..
	2,054,669	2,040,913	2,472,483	432,116	..
	2,040,913	..	2,040,913	546	..
Increase in 1866 ..	13,736	..	431,570	431,570	..
Wyoming Region.					
Wyoming Canal, S. ..	336,088	329,506	463,458	133,952	..
North Branch, N. ..	94,054	31,107	105,043	74,836	42,086
Pennsylvania Coal Co...	739,544	577,471	535,385	..	..
Scranton, North ..	338,729	264,293	434,088	169,795	..
Scranton, South ..	963,728	742,781	1,085,450	342,669	..
Delaware & Hudson Co.	852,136	759,570	1,302,894	543,324	..
Lackaw & Bloombs. S...	407,243	301,236	465,180	163,944	..
By Lehigh	9,314	250,604	344,218	93,524	..
	3,960,836	3,256,658	4,736,616	1,522,044	..
	3,254,519	..	3,256,658	42,086	..
Increase in 1866 ..	..	..	1,479,958	1,479,958	..
Shamokin Region ..	333,478	457,162	557,161	99,999	..
	..	..	457,162	..	..
Increase in 1866 ..	..	..	99,999	99,999	..
Total Anthracite ..	..	9,490,535	12,399,747	..	..
	..	..	9,490,535	..	..
Total increase in 1866	..	..	2,909,212	2,909,212	..
Semi-Anthracite.					
Short Mountain Coal Co.	..	75,495	112,851	37,356	..
Franklin Canal Co. ..	..	61,405	35,565	..	..
Lykens Valley Co. ..	..	..	1,385	1,385	25,850.
Summit Branch Co. ..	..	..	70,112	70,112	..
Trevorton	..	27,095	53,648	26,553	..
Broad Top	..	315,995	265,720	..	50,276
	..	479,991	539,281	135,406	76,116
Total	..	9,970,526	12,939,028	..	..
	..	..	9,970,526	..	..
Increase in 1866 ..	..	..	2,969,502	..	..

Recapitulation.

	1866.	1865.
	Tons.	Tons.
The Wyoming Region furnished ..	4,736,616	3,960,836
„ Schuylkill „ „ ..	4,633,487	3,649,063
„ Lehigh „ „ ..	2,472,483	2,054,669
„ Shamokin „ „ ..	557,161	333,478
Total	12,399,747	9,998,046

This coal produced to the operators on the average 2 dollars 75 cents per ton (8*s.* 4*d.*), put in the cars for transportation, giving a return for the different anthracite regions of 34,000,000 dollars, or over five millions sterling.

The average price of this coal in the markets of New York, Philadelphia, and Baltimore, for shipment, would be 6 dollars per ton, or about 1*l.*, making the product of the anthracite coal trade to the miners, wholesale dealers, land owners, and carrying companies, 74,000,000 dollars (11,500,000*l.*).

The quantity of coal sent to Philadelphia during the year was, by railroad 475,189 tons, by canal 421,525 tons, making a total 896,714 tons.

The following Table shows the imports and exports of coal for the years 1865–66 :—

	Imported.			
	1865.		1866.	
	Tons.	Value.	Tons.	Value.
		$		$
Paying Duty	219,916	568,106	216,025	619,711
Reciprocity Treaty, free ..	466,036	1,210,004	351,000	877,518
Do. paying duty	..	..	76,269	243,000
Total.. ..	685,946	1,778,110	643,294	1,220,420
	Exported.			
Domestic Coals	134,438	1,348,371	149,273	1,220,420

Value of coal imported into the United States under the Reciprocity Treaty during the fiscal year ending June 30th, 1866, was 877,518 dollars.

There were imported into the United States from the British Provinces 351,000 tons of coal from June 30th, 1865, to March 17th, 1866, when the Reciprocity Treaty expired.

Mining railroads, inside and outside at collieries, independent of the roads leading to market :—

Schuylkill regions	320
Wyoming and Lackawanna do.	303
Lehigh do.	123
Shamokin do.	34
	780

Names of Railroads, 1864.	Length of Track laid, including Double Track and Sidings.	Length of Main Line in miles.	Cost—Dollars.
			$
Philadelphia and Reading ..	351	93	24,734,756
Feeders do.	308	173	9,000,000
Lehigh Valley	123	70	9,175,116
Feeders do.	160	102	6,500,000
Delaware, Lackawanna, and Western R. R. ..	170	113	9,620,385
Lackawanna and Bloomsburgh.	100	80	3,625,809
Delaware and Hudson Canal Co.'s R. R.	65	32	1,921,361
Pennsylvania Coal Co.'s R. R..	100	47	2,000,000
Northern Central	170	138	9,022,829
Feeders do.	72	64	2,500,000
	1,619	..	78,200,256

Capital invested in the Anthracite Trade.

	$
Invested in Mining Coal	40,000,000
„ „ Coal lands	80,000,000
„ „ Railroads	78,000,000
„ „ Canals	40,000,000
Total.. ..	238,000,000

Comparative estimate of the total coal resources of the several regions in the anthracite coal-fields.

Regions.	Area in square miles.	Coal-thickness in feet.	No. of Acres.
Schuylkill Regions	180	100	115,200
Lehigh Regions..	44	50	23,160
Shamokin Region	50	70	32,000
Lackawanna Region	100	60	64,000
Wyoming Region	98	100	62,720

Iron.—The iron trade has also been large. The quantity returned for the year was 646,268 tons of pig-iron, indicating a gross value of over 31,020,864 (5,000,000*l.*).

	Tons.
Steel manufactured	2,128
Railroad Iron	150,229
Old Railroad Iron re-rolled	47,231

A vein of "black band" iron ore, similar to the black band iron ore of Scotland, has been discovered in close proximity to the great coal-fields of Pennsylvania, and should this discovery result in the production of large quantities of this ore, and other carbonacious ores, which have been found already in this region, it is impossible to foresee the consequences to the trade in this important mineral product.

A careful analysis shows the following results in the back band ore :—

Protoxide of Iron	50·44*
Do. Manganese	5·17
Alumina	traces
Lime..	1·65
Magnesia	1·84
Carbon	2·98
Silex..	1·95
Sulphur	0·19
Phosphorus..	0·13
	64·35

* Metallic Iron 39·32.

The remainder being carbonic acid with a little water.

Manufactures.—During the year the manufacturing industry of Philadelphia has been fully employed with remunerative results. The agitation, however, of the tariff and taxes upon the raw material used in manufactures, as well as upon the manufactures themselves, annually deranges business in all its branches, and will, apparently, for the year 1867, very seriously depress the trade.

Manufactures and productions of Philadelphia—	$
1866 January to July inclusive	61,595,359
„ July to December inclusive	66,066,531
Total estimated value for the year	127,661,890
For the year 1865 from the same authority.	137,840,660

A comparison of quantities would show a large increase; the diminished amount of values, is wholly owing to shrinkage of prices under the influence of the restored relations of peace, and the exemption of certain articles subject to tax in 1865.

Total Taxes paid in Philadelphia under Internal Revenue Laws.

	Manufactures and Productions.		Slaughtered Animals.	
	$	c.	$	c.
First District	3,458,916	32	22	20
Second „	2,211,391	98	3,553	53
Third „	1,371,230	83	11,784	49
Fourth „	1,558,968	28	16,192	05
Fifth „	429,702	15	3,085	13
	9,030,209	56	34,836	40
Total	9,065,045	96		

Agriculture.

The reports of the grain crops of the different states are various and conflicting. The agricultural bureau at Washington takes a very favourable view of the prospects of the crops and cattle supply for the year 1867. The crop of 1866, certainly at least equalled that of 1865, while the price of flour in 1866 exceeded that of the previous year by 25 to 30 per cent. There is nothing either in the state of the harvest or in the changed condition of the currency to warrant this excessive increase in the price of flour as much as 2*l.* 6*s.* against 1*l.* 15*s.* per barrel in 1865. It must, therefore, be attributed to heavy speculations in this article, and perhaps to some action on the part of the banks affording facilities to speculators, by which prices have been kept up.

Pennsylvania, added to its vast mineral wealth, holds a prominent position as an agricultural state.

The following Table exhibits the quantity of grain, tobacco, and potatoes produced during the year 1866 :—

	Bushels.	Value.
		$
Indian Corn	35,831,877	32,607,008
Wheat	10,519,660	28,087,492
Rye	6,569,690	7,686,557
Oats..	54,954,560	27,477,280
Barley	621,574	677,515
Buckwheat	9,718,728	9,329,979
Potatoes	15,636,859	11,884,013
Tobacco (pounds)	4,960,886	843,350
Hay (tons)	1,642,363	31,809,293
Total.. ..	..	150,402,467

The rye crop of the state exceeds that of any other state, and was nearly one-third the crop of the remaining states of the Union. The crop of oats also exceeded that of every other state, and formed one-fifth of the crop of the Union. The state of New York, however, exceeded it in market value. The buckwheat crop has also been in excess over that of any other state, as it formed nearly half of the crop of the Union. With regard to the other crops, they have varied in quantity and value, as compared with the other grain growing states.

The quantity of land in cultivation to produce these crops in Pennsylvania was 6,437,396 acres. This amount of land in cultivation was only exceeded by New York, Illinois, and Ohio.

There has been a generally favourable condition among the cattle, though, in some districts "pleuro-pneumonia," by some supposed to be identical with the "rinderpest," has prevailed. The greatest ravages by disease has been among the hogs, and in some instances half the stock has been killed by a disease known as "hog cholera." Of this disease Pennsylvania has suffered less than the Southern States, where it seems to have raged.

In view of the possible deficiency in the cotton crop, great efforts are being made to bring into cultivation in the Gulf States, a fibrous plant called the "ramie" (Boehmeria tenacissima). It has been thoroughly tested, and threatens to become a formidable rival to the cotton plant and to flax. It belongs to the family of "urticaceæ," or nettles, and is a very vigorous plant, its fibre being superior to the best European hemp, and the best Belgian flax or linen fibre.

State Finances.

Nothing affords a better proof of the general prosperity of this state than its financial condition. Notwithstanding the large war expenditure which added three millions to the funded debt, besides the continued drain during the war for the purpose of repelling the invasion of its territory, the debt has gradually but steadily decreased. At the beginning of the rebellion the state debt was 38,000,000 dollars in round numbers (6,000,000*l.* sterling), on the 1st of December, 1866, it was quoted at 35,600,000 dollars (5,500,000*l.*), of which 15,723,000 dollars are held abroad.

Unfortunately this prosperous financial condition is not imparted to the city of Philadelphia, the municipal debt of which is nearly as great

as that of the entire commonwealth, and seems, under the present system, to afford little hope of reduction. In January 1866, the city debt amounted to 33,837,793 dollars, and in January 1867, it had increased to 35,165,621 dollars, which, however, will be somewhat reduced by receipt of taxes for 1866.

Wages and Prices of Labour.

The wages of tradesmen and labourers continue at a very advanced rate compared with prices previous to the late rebellion, as the following comparative statement will show:—

		1860.	1866.
		$	$
Bricklayers	per day	2·25	4·00
Blacksmiths	„	2·50	3·50
Bakers, with board	„	1·75	2·25
Carpenters	„	1·75	3·50
Cabinetmakers	„	1·50	4·00
Coopers	„	2·00	3·00
Carmen	„	1·50	2·00
Machinists	„	2·00	3·50
Moulders	„	2·00	3·50
Plasterers	„	2·00	3·50
Painters	„	2·00	3·50
Plumbers	„	1·75	4·50
Stonecutters	„	2·00	4·00
Shoemakers	„	1·00	2·00
Tinsmiths	„	1·50	3·00
Wheelwrights	„	2·00	3·50
Female Cooks, with board ..	per month	8·00	14·00
Female Servants „ ..	„	6·00	10·00

Notwithstanding this very large increase in wages, the working classes are no better off, as the increase in the prices of living have doubtless exceeded the advance in the rate of wages.

Public Institutions in Philadelphia.

The Almshouse.—Amount expended for the maintenance, medical care, and clothing, 447,350 dollars; population of the almshouse 3,075; number of admissions during the year 6,028; number receiving out-door relief 6,000; total cost of pauperism in the City of Philadelphia, 1,000,000 dollars.

House of Refuge.—An institution for the confinement, religious training, and the teaching of trades to boys and girls of bad character found in the streets of the city.

On the 1st January, 1866, there were in the white department 330 boys, 99 girls; coloured department 103 boys, 46 girls; making a total of 578 inmates.

Number received during the year in the white department 266 boys, 85 girls; coloured department 59 boys, 19 girls; making a total of 429.

Discharged during the year in the white department 212 boys, 102 girls; coloured department 74 boys, 25 girls; making a total of 413.

The boys are taught the manufacture of brushes, match boxes, and shoes, and blacksmithing; the girls are taught shoe binding and household occupations. Schooling is four hours per day.

Expenses of the white department, 54,996 dollars 21 cents; coloured department, 19,489 dollars 68 cents; making a total of 74,485 dollars 89 cents.

Earnings of the white department, 16,454 dollars 58 cents; coloured department, 5,535 dollars 96 cents; making a total of 21,990 dollars 54 cents.

County Prison.—Number of arrests in the city during the year 4,990, commitments to prison 2,972.

The Deaf and Dumb Asylum.—Whole number of pupils in the institution, December 31st, 1866, 188; the expenses of the institution for the year 44,509 dollars.

Public Schools.—Whole number of pupils in schools, December 31st, 1865, 75,893; December 31st, 1866, 77,164; showing an increase of 1,271 pupils.

In 1836 there were 11,127; 1846, 37,535; 1856, 54,813; 1866, 77,164 pupils.

The increase of the number of pupils in attendance in the past thirty years has been 600 per cent.

Total number of schools 374; of teachers 1,314; expenses for the year 864,276 dollars 26 cents; cost of each pupil per year 6 dollars 79 cents.

The cost of the public school system in Philadelphia is more economical than that of any other large city of the United States.

The United States' Mint of Philadelphia.*

The deposits of bullion and coin during the year in the Mint, exhibits a satisfactory increase over those of the previous year. The amount of bullion, in value, received at the Mint and branches during the fiscal year was as follows:—

	$ cts.
Gold	37,223,640 17
Silver	1,723,516 71
Total Deposits	38,947,156 88

From the above total a deduction must be made for the bullion re-deposited, or bars made at one branch of the Mint and deposited at another for coinage.

	$ cts.
This leaves the amount	31,911,719 24
The coinage was	28,313,944 90
Imported and fine gold bars	9,115,485 46
Silver coin	680,264 50
Silver bars	916,382 08
Cents coined—1, 2, 3, and 5-cent pieces	646,570 00

Number of pieces of all denominations coined 38,427,923.

Births, Marriages, and Deaths.

Marriages in Philadelphia during the year 7,087; births 17,437; deaths 16,803.

Value of Real and Personal Property in Philadelphia, upon which Taxes are Paid.

	$
Real estate	160,350,666
Money at interest	11,279,860
Furniture	2,915,376
Horses, &c.	612,705
Carriages	209,704
Taxables (minor articles)	125,828

* This is the only mint in the United States.

Local taxation in Philadelphia continues at the same rates as at the last report, viz., 4 dollars on the 100 dollars, appropriated as follows :—

		$	cts.
Poor	on the $100	0	17
Public Schools	„	0	58
Lighting the city	„	0	28
Fire Department	„	0	65
Water Department	„	0	21
Public Department	„	0	37
Highways	„	0	20
Loan	„	1	50

Growth of the City.

The number of permits issued during the past ten years, with the stores, dwellings, and factories, put up was as follows :—

	Total Permits.	Dwellings.	Stores.	Factories.
1855	1,129	914	32	17
1856	2,026	1,633	118	29
1857	1,687	1,305	91	22
1858	1,671	1,347	80	30
1859	2,055	1,657	55	47
1860	2,472	2,148	43	31
1861	1,673	1,535	18	9
1862	2,410	2,154	43	37
1863	2,792	2,462	34	57
1864	1,590	1,166	33	62
1865	2,023	1,414	48	94
1866*	2,571	1,963	91	88

All other kinds of buildings in 1866—470.

Notwithstanding the large additions to the number of dwellings, &c., in the city, rents have continued to advance, and are now fully treble as high as the rents of the year 1863.

Philadelphia, June 7, 1867.

COMMERCIAL REPORTS

RECEIVED AT

THE FOREIGN OFFICE

FROM

HER MAJESTY'S CONSULS,

IN 1867.

Presented to both Houses of Parliament by Command of Her Majesty,
NOVEMBER, 1867.

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1867.

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ARGENTINE REPUBLIC.

ROSARIO.

Report by Mr. Consul T. J. Hutchinson on the Trade of Rosario for the Year 1866.

Rosario is becoming daily more evident in its position as the second city of the Argentine Republic. Second, be it observed, only to Buenos Ayres in the number of population, wealth, revenue, commerce and public buildings; but far before that capital in its topographical and geographical position, as well as in hydrographical advantages.

The following statistics, from the Custom-house of Rosario, will give an idea of our progress. The revenue for 1866 amounted to 811,823 silver dollars, equal 165,678*l.* 3*s.* 3*d.*, which is an increase over the preceding year of 278,533 silver dollars, equal 56.843*l.* 12*s.* 6*d.* This increase must not be put entirely to the credit of augmentation in the exports and imports, but in a considerable degree to that of the direct internal trade of the port. There has been, moreover, a sensible and important increase of general business, as is evidenced by the item of stamped paper, which, in 1865, was 5,053 silver dollars, equal 1,031*l.* 4*s.* 6*d.*, whilst in 1866 it amounted to 8,442 silver dollars, equal 1,722*l.* 17*s.* The income from postage stamps realised in 1865 4,267 silver dollars, equal 870*l.* 16*s.* 3*d.*; but in 1866 this reached up to 5,642 silver dollars, equal 1,151*l.* 8*s.* 7*d.* The estimated value of the imports for 1866 amounted to 3,943,030 silver dollars, equal 804,700*l.*, and that of the exports to 2,065,204 silver dollars, equal 421,470*l.* it would be satisfactory for explaining the relative difference between these two amounts were we enabled to ascertain the quantity of produce shipped from Rosario, but which appears in the returns as the exports of Buenos Ayres.

During the year 1866 there arrived [illegible] the Central Argentine Railway 52 vessels of a gross registered tonnage of 12,821 tons, and having on board 20,382 tons of material, including rails, sleepers, iron for bridges, electric telegraph apparatus, coals, stores, and rolling stock. Of these 52, 43 were English registered. And we have a convincing proof of the progress making in our commerce with Rosario by medium of the railway, when we know that during the whole of the year 1862 only three British ships from abroad entered this port.

Through the courtesy of Senor Don Juan Martin, Captain of the Port, we have received the following statement of steamers and other vessels entering to, and departing from, Rosario in the last year, 1866 :—

From beyond the Seas.

	Number of Ships.	Tonnage.	Number of Men in Crews.	Passengers.
Entered	74	19,665	739	..
Departed..	71	19,193	663	..

Coasting Trade under Argentine, Paraguayan and Italian Flags.

	Number of Ships.	Tonnage.	Number of Men in Crews.	Passengers.
Entered	921	20,212	2,993	..
Departed..	992	21,225	3,079	..

CARGO STEAMERS, chiefly to and from Buenos Ayres.

	Number of Ships.	Tonnage.	Number of Men in Crews.	Passengers.
Entered	49	5,150	..	..
Departed..	39	4,262	..	..

MAIL and Passenger Steamers, chiefly to and from Buenos Ayres.

	Number of Ships.	Tonnage.	Number of Men in Crews.	Passengers.
Entered	294	..	..	3,770
Departed..	290	..	..	2,758

By the last figures, *i.e.*, of the passenger traffic, it appears that we have had an addition to the population to the number of 1,012.

It may likewise be observed that 43 out of the 74 vessels coming here during the year being English, our country has the largest commercial relations with Rosario.

Amongst these cargo and passenger steamers are the following under the English flag, viz., the Espigadar, Esmeralda, Cisne, Pollux, Castor, Guarani, and Hercules. In this table we have not included the war steamers, gunboats, mortar boats, transports, and a large number of sailing craft of all nations in the Brazilian service that passed by or took troops, hay, maize, stores and general cargo from Rosario *en route* for the seat of war at Paraguay. Indeed the Brazilian authorities at this place do not seem inclined to afford us any information on this point.

The report (for 1865) of Senor Don Genaro de Yaniz, Administrador of the Rosario Custom-house, to the National Government, recommends the construction of a new Custom-house in the neighbourhood of the Centro-Argentine Railway Station. This building is advised to be erected on the high bank, from which ships can be loaded or discharged at a great economy of time and expense, said operation being done through means of a steam crane. The temporary mole, which has been built by the railway contractors (not far from the Custom-house site proposed by Senor Yaniz) for the convenience of landing material, has been found to be a highly efficient saving in these two important items of time and expense. Inasmuch as, during the few last years, some 40,000 tons have been discharged here at an average cost of 25 centanos (or 9*d.*) per ton for iron, and 7 centanos (or 3*d.*) per ton for coal. The cargo landed at these rates has been also hoisted up a perpendicular bank of seventy feet. And such is the perfection of the derricks, worked by horses, that they have frequently discharged over 100 tons per day.

The Argentine Custom-house Law, which is a national one, and is in some degree modified by a new statute every year, may be considered as interesting chiefly to exporters and importers. The general average of its duties is 15 per cent. for imports and 5 per cent. for exports; but these are frequently increased by a chapter for additional duties, consequent on the necessity for levying war supplies. As an illustration of this, I may here give an extract from the Ministers' Report for 1865, referring only to the Rosario Custom-house.

IMPORTS IN 1865.

	S. Dol.	Cents.	£	s.	d.
Ordinary duties on imports ..	391,891	80	= 79,977	15	0
Customs rent and unloading ..	8,791	99	= 1,794	1	10
Additional import duties ..	65,314	31	= 13,329	7	9
Total	465,998	10	= 95,101	12	5

EXPORTS IN 1865.

	S. Dol.	Cents.	£	s.	d.
Ordinary export duties	22,742	87	= 4,641	4	4
Additional export duties ..	22,742	87	= 4,641	4	4
Total	45,485	74	= 9,282	8	8

From these additional duties, caused by the war with Paraguay, it can hardly be wondered that the intrinsic value of exports in 1865 was 73,594 silver dollars (15,019*l.* 3*s.* 7*d.*) less than that of 1864. The imports of 1865 exceeded those of 1864 by 20,241 silver dollars (4,130*l.* 16*s.* 4*d.*)

Many articles of export as well as import pass through the Custom-house free of duty, as silver and gold, paper for printing, books, plants of all kinds, fresh fruits, ice, charcoal, maize, and all classes of corn cultivated in the country.

By the Custom-house Law for 1867 (in Article 2nd) the executive power "is authorized to permit the free introduction of seeds, intended for agriculture, and likewise of any matters that he may consider exclusively designed for public worship, or that may be needed by the clergy or heads of confraternities, and as the property of their respective churches; of scientific instruments and utensils, of machinery for the analyzation or alloying of metals, or for the manufacture of new fabrics and industries: of the furniture and working tools of emigrants, as of all other articles destined for the establishment of the last named."

Besides the duties levied by this Law, there are other taxes in our province of Santa Fé, like ones to which exist in all of the fourteen provinces constituting the Argentine Republic. Although these may be said to be outside the orthodox line of a trade report, I deem it expedient to submit a synopsis of them.

These taxes may be divided into provincial and municipal. The provincial taxes are provided for under three headings, namely (1) direct; (2) indirect; (3) miscellaneous. The direct are those levied on houses, lands, assessments, and are at the rate of two per thousand, according to valuation. The indirect comprise a great variety of articles and are collected under the title of duties paid for patentees or patents. These are divided into six classes and graduate in amount, according to to the extent and importance of the business or profession on which they are levied.

The miscellaneous include those which are paid by cattle brokers, dealers in country produce, the Saladeristas, owners of troops of bullocks carts, and so forth.

The municipal taxes are of two classes (1) direct, and (2) indirect. The first named of these is intitled "Alcabala," and by it is levied 2 per cent. on sales of private houses, stores, lands, or other property within boundary of the municipality. This integrally belongs to the Provincial Government, but it has been handed over in Rosario to the municipality (although only provisionally) for the object of aiding in paving the streets.

The indirect taxes of the municipality comprise lighting the town,

scavengering, licenses for halls, papeletas for persons, marks for horses, shooting licenses and so forth.

In Santa Fé city an export duty of one dollar is levied for every 12 fanegas of charcoal, containing 9 arrobas of 25 lbs. each. Algarroba wood, exported from the same place, pays likewise a duty of one dollar for every six large pieces, and one dollar for 50 pieces of the size intended for fabricating wheel spokes of carts.

I may add here, that in the Customs revenue of this province, the exports of native produce that are free of duty by far exceed the imports in the same category.

The port charges at Rosario are five dollars (twenty shillings) for every vessel under a hundred tons burden, and ten dollars for any vessel that exceeds one hundred. Besides there are 2 reals (quarter of a dollar) for stamp of passage of ship's articles through the captain of the port's office, 4 reals (half a dollar) for stamp in clearing out, and 6 reals for stamped duplicate of manifest of cargo. To open register for loading there is a like charge to that on entering, namely, 5 dollars for a ship under a hundred tons, and ten for a vessel exceeding.

Craft under sail or steam, coming up to Rosario or any port in the Parana, either from Monte Video or from beyond the seas, have to pay half a real per ton register for the lights at Banco Ortiz and Banco Chico in the River Plate, opposite to Buenos Ayres.

Quarantine obstructions—miscalled regulations—may be said to exist only in name at Rosario, inasmuch as during the six years that I have been here no single vessel has been subjected to this ordeal, although some have arrived from Liverpool and steamers came up from Buenos Ayres, whilst cholera was existing in both of these places.

The pilotage charges from Monte Video to Rosario are, for ships drawing under fifteen feet of water, from 6 to 8 doubloons, or gold ounces, and for those drawing more than fifteen feet, from 8 to 12 doubloons.

During the year 1865 there were two Special Commissions accomplished by the Customs authorities at Rosario, one being to enlarge as much as they could of *bona fide* Paraguayan Government property to be found within this jurisdiction, the other to fix upon the site of the new Custom-house, so as to make it spproximate to the projected Centro-Argentine Railway Station. In the first named of these Commissions the authorities appropriated:—

	Bolivian Dollars.		£ Sterling.		
	Dols.	Cts.	£	*s.*	*d.*
Paraguayan Money in the Bank of Muna and Co. ..	22,584	00	3,613	8	9
„ „ in the office of Mr. Casados, a money broker	6,178	90	988	9	6
„ „ in the matter of a bill of exchange held by Don Josè Canimos, Paraguayan Consul	1,600	00	256	0	0
Total	30,362	90	4,859	18	3

Outside of these were other items of Paraguayan property embargoed, according to a Decree of the National Government, sanctioned on the 4th of August, 1865, the sum total amounting to 41,382 Bolivian dollars 75 centavos (or 6,621*l.* 2*s.* 5*d.*)

From the Argentine National revenue during last year was paid under the expenses of Paraguayan war 4,339,555 silver dollars and 48 centavos (or 885,623*l.* 9*s.* 4*d.*)

Together with the war in Paraguay we have had, during the present year, rebellion in several of the interior provinces, rebellion, whose political causes it is outside of my province to discuss, but which has has a most deleterious influence on the trade of Rosario. Through the kindness of Mr. Wheelwright, Representative Contractor out here of the Centro-Argentine Railway, I have been able to obtain the following tables of traffic in some of these provinces during the last year :—

No. 1.—Production of the Province of Catamarca in 1866.

Articles.		Quantity.	Value, hard Dol.
Wheat	almudes	261,010	67,672
Indian Corn	„	313,500	70,422
Tobacco	arrobas	19,500	15,600
Wine	„	90,320	74,656
Spirits	„	29,410	46,930
Fruits	„	..	13,280
Dried Fruits	„	208,490	84,040
Cheese	„	11,700	24,920
Horses	..	3,030	8,600
Mules	..	3,160	14,352
Asses	..	5,460	2,424
Horned Cattle	..	45,040	73,000
Goats and Sheep	..	62,525	26,809
Wool	arrobas	3,500	4,200
Tanned Hides	..	7,750	15,800
Copper	quintals	16,800	247,800
Gold contained in the Copper	ounces	2,500	25,200
Silver contained in the Copper	„	134,400	80,640
Other Articles	..	..	68,400
Fattening Cattle for Export	..	..	193,760
Total	..	..	1,158,505
			£236,429 11*s.*

No. 2.—Production of the Province of Tucuman, according to Statistical Register in 1866.

Articles.		Quantity.	Value, hard Dol.
Rice	arrobas	89,372	44,685
Wheat	fanegas	17,690	84,912
Indian Corn	„	118,525	213,345
Sugar	arrobas	101,369	243,262
Rum	barrels	24,804	277,835
Tobacco	arrobas	62,200	149,280
Cheese	..	10,000	24,000
Horsegear	..	11,631	40,984
Tanned Hides	..	41,900	150,840
Wool	arrobas	10,781	25,874
Horned Cattle	..	71,250	114,000
Mules	..	310	1,488
Horses and Mares	..	11,912	11,912
Goats and Sheep	..	..	31,120
Hogs	..	6,400	2,560
Fruits and other Articles	..	..	13,503
Total	..	..	1,429,570*
			£291,748 19*s.* 6*d.*

* The real production is much larger, as only a part has been registered.

No. 3.—Imports into the Province of Tucuman in 1866.

Where from.	Number of Carts.	Weight.
		Arrobas.
Rosario	365	53,113

Exports from the Province of Tucuman in 1866.

Articles.		To			
		Salta.	Rosario.	Other Provinces.	Chili and Bolivia.
Tanned Hides	..	..	52,934	..	..
Hides and Calf Skins	..	..	925	..	..
Coffee	arrobas.	..	101	..	..
Chocolate	,,	..	41	..	..
Cheese	,,	..	5,959	..	..
Tobacco	,,	..	20,000	11,300	18,000
Sugar	,,	2,000	..	9,000	..
Rum	barrels	2,000	..	6,000	..
Horned Cattle		..	1,150	4,162	..
Horses		713	..	7	..
Mules		22	..	175	200
Rice	arrobas	197	..	800	..

Value Bolivian Currency	544,336 or	F.434,451
Specie to Rosario	505,552 or	404,441
Total		F.839,909
	or	£171,410

No. 4.—Principal Production of the Province of Salta in 1866.

Articles.		Quantity.	Value, hard Dol.
Wheat	fanegas	60,140	288,672
Indian Corn	,,	134,274	268,548
Rice	arrobas	8,000	6,000
Potatoes and other Vegetables ..	,,	146,000	73,000
Cheese	,,	15,000	37,500
Tobacco	,,	35,000	143,000
Wool	,,	30,000	72,000
Sugar	,,	14,000	39,200
Spirits	barrels	2,200	24,200
Wine	,,	6,300	47,500
Fruits, &c.		..	34,000
Total		..	1,033,620

No. 5.—Export of the Province of Jugni, as per Custom-house Returns, in 1866.

Articles.		Quantity.	Value, hard Dol.
Horned Cattle	..	10,136	41,440
Horses.. ..	..	703	5,624
Mules	..	3,933	47,196
Asses	..	4,476	22,380
Goats and Sheep	..	2,300	2,902
Hides	..	..	1,382
Spirits.. ..	mule loads	80	3,213
Grain, Fruit, &c.	arrobas	10,409	3,222
Other Articles	„	3,163	6,373
Total ..	..		133,732
			£27,292 5s.

No. 6.—Quantity of Cattle in the Provinces of Catamarca, Tucuman, and Salta, as per Official Returns in 1866.

Province of	Horned Cattle.	Horses.	Mules.	Asses.	Sheep.	Goats.	Hogs.	Llamas.
Catamarca	182,122	37,457	14,217	24,205	75,300	120,530	2,470	392
Tucuman	269,715	82,300	11,870	9,430	88,550	24,200	12,900	...
Salta	253,469	46,749	15,736	33,192	147,510	93,582	2,465	...

Chiefly viâ Mendoza Province, and across the Cordilleras, have we got the transport of goods, of which we find the following in the Minister's Return, as

BETWEEN the Argentine and Chilian Republics in 1865.

	Silver Dollars.	£ Sterling.		
		£	s.	d.
Value of Foreign Imports *viâ* Chili	349,930 331	71,414	7	0
„ „ Chilian products	18,800 195	3,836	15	6
Total	368,730 526	75,251	2	6
Export of Argentine products across the Cordilleras to Chili	495,303 240	101,082	5	10
Balance in favour of Export	126,572 714	25,831	3	4
Total value of duties	64,055 78	13,072	12	2

From Mr. A. Lea, one of the officials of the Centro-Argentine Railway, now in progress of construction from Rosario to Cordoba, I have received the following statement :—

"The arrivals and departures of carts and mules from and to the interior for the first six months of the present year, 1867, are—

ARRIVALS.

	1,774 carts carrying	4,436 tons
	764 mules „	152 tons
Total ..	2,538	4,588

DEPARTURES.

1,261 carts carrying 3,152 tons.

To this must be added the traffic conveyed over the Centro-Argentine Railway during the corresponding period. Tonnage conveyed in and out of Rosario, to and from Frayle Muerte for the six months ending 30th June, 1867 :—

Tonnage out	1,805 tons
Tonnage in..	1,919 „
Total	3,724 tons

being an aggregate of 11,464 tons during the half-year—a quantity which should be reckoned as tripled or quadrupled of actually existing traffic in times of peace, and which shows good prospects for the Centro-Argentine Railway. The existence of foreign (Paraguayan) jointly with civil war has during the period in question very much crippled the trade.

The chief progress made in the province of Santa Fé (in which Rosario is situated) during the past year has been effected by the large number of Englishmen who have bought land for sheep-farming purposes. The liberality of land laws, and cheap prices, under the excellent administration of the Governor, his Excellency Don Nicasio Orono, were the principal inducing influences for these investments.

By the "*Registro Estadistico de la Republica Argentina for* 1864" (the number for 1865 is not yet published), compiled by Damian Hudson, it appears that 40,336 fanegas (4 bushels to a fanega) of wheat were exported from Rosario in that year. It is supposed that the wheat ground in the province is double the quantity of that which is exported.

A new trade has sprung up in Rosario by the Paraguayan war, as during the last eight months from date of this Report more than 40,000 bales, or above 5,000 tons, of dried alfalfe (or South American clover), have been sent to the seat of war for the officers of the allied troops.

There are few matters bearing on England's commercial relations with the Argentine Republic that are likely to be of more interest hereafter than the meat question. To Mr. Ford's (our late Charge d'Affaires at Buenos Ayres) report on the meat establishments he visited, at Paysandu (Morgan's new process for the preservation of meat for food), at Fray Bentos (Baron Liebig's extractum carnis), Paris and Sloper's fresh-meat-keeping process, Olinden's dried beef—little can be added by me. Since his visit I have been at all the places described by Mr. Ford, and can supplement nothing to his graphic account. He however, has not mentioned one establishment visited by me—namely, that of Messrs. Anderson & Parkes, at Buenos Ayres, and which is likely to surpass in efficiency all the others. Not only is extractum carnis made here equal to that of Liebig's at Fray Bentos, but the salt beef and cow's tongues that are cured at this factory would do credit to Newgate or Leadenhall Market. Moreover, Mr. Parkes, the manager, who has made this subject the study of his lifetime, is introducing a plan for the utilisation of blood, and other hitherto waste matters of the Saluderos, by which a large amount of nitro phosphate, the best of artificial manures, will be secured.

Another plan of beef curing, so as to keep the meat fresh for any length of time, has been brought before the English people by Mr. E. B. Neill, Consul-General in London of the Monte Videan Government, as the invention of Mr. Edmund George. I am informed that it is likely to be soon tried in the Argentine Republic.

The increase of wool produce out here is very perceptible in the following Table supplied to me by Mr. R. B. Newton, Vice-President of the Argentine Rural Society :—

Wool Export from Buenos Ayres.

Years.	Number of Bales.	Increase per cent.	Numeral Increase.	Arrobas, 25 lbs. each, of 32 to the bale.	Number of Sheep at rate of 7 fleeces to each Arroba.	Flocks of Sheep at 1,500 for each flock
1852–53 ..	20,514	..	..	656,448	4,597,136	3,064
1853–54 ..	22,450	9·43	1,936	718,400	5,028,880	3,352
1854–55 ..	25,769	11·78	3,319	824,608	5,722,256	3,848
1855–56 ..	32,624	26·60	6,855	1,043,968	7,307,776	4,871
1856–57 ..	37,543	15·06	4,919	1,201,376	8,409,632	5,606
1857–58 ..	39,252	4·52	1,709	1,256,064	8,792,448	5,861
1858–59 ..	48,737	24·15	9,485	1,559,584	10,919,088	7,278
1859–60 ..	42,276	Less.	6,462	1,352,800	9,469,600	6,313
1860–61 ..	60,734	43·65	18,459	1,943,488	13,604,416	9,069
1861–62 ..	67,161	10·58	6,427	2,149,152	15,044,064	10,104
1862–63 ..	88,780	32·19	21,619	2,808,960	19,656,720	13,104
1863–64 ..	96,679	8·90	7,899	3,093,728	21,656,096	14,438
1864–65 ..	130,860	35·36	34,185	4,187,520	29,312,640	19,541
1865–66 ..	136,400	4·84	5,540	4,364,800	30,553,600	20,369

Mr. Newton adds a note to the effect that should no heavy storms or epidemic come there will be a much larger increase for this year than has been yet, in spite of the considerable slaughter going on for grease and skins.

But it will be observed that this table must be deficient when we find in the Registro Estadistic for 1864, that 729,900 lbs. of wasted wool, and 1,340.091 lbs. of unclean wool were exported in that year direct from Rosario to Monte Video, and therefore do not appear in the Buenos Ayres table.

There are four banks in Rosario—(1) the London and River Plate (Limited), (2) the Mana Bank, (3) the Argentine Bank, (4) the Commercial Bank.

During the past year the average exchange on London has been 50*d*.

Rosario, July 8, 1867.

BRAZIL.

RIVER AMAZON.

Report by Mr. Consul J. de V. D.-Hay on the Trade and Navigation of the River Amazon and its Tributaries during the Year 1866.

The steam navigation of the Amazon has, since 1852, been performed by a Brazilian Corporation who obtained a contract at that time, for twenty five years, under an annual subsidy from the Imperial Government of about 80,000*l.* or 720 coutos of reis.

In 1862 an additional subsidy of 60 coutos a-year was granted to the same company, who again contracted to run two steamers from the port of Belem (Parà) to other ports of the province.

For these services the company possessed, in 1862, four fine steamers, averaging 200 horse-power, and two smaller steamers. The company now have eight steamers which, during the year 1866, performed the following voyages, viz:—

	Distance.	Number of Voyages.
	Miles.	
1st Line, Belem to Manaus, at the mouth of the River Negro ..	900	24
2nd Line, Manaus to Tabatinga, on the frontier of Brazil ..	820	12
3rd Line, Belem to Cometa, on the River Tocantins	70	24
4th Line, Belem to Chanes, on the north-east of Marajo Island..	402*	12
5th Line, Belem to Arary, in Marajo	32	12
6th Line, Belem to Souré, in Marajo	46	12

In November, 1866, the company received a further subsidy of 250 milreis, paid on every voyage for the steamers of the first line, to touch at the Port Monte Alegré, thus offering greater facilities for communication and immigration to that site where the lands are so well adapted for the cultivation of cotton, coffee, cacao, maize, &c., and being high grounds are not subject to inundation.

The following Table shows the number of passengers carried, and passage-money realized by the company's steamers during the years 1865 and 1866 :—

	1865.		1866.	
	Passengers.	Passage Money.	Passengers.	Passage Money.
		C. Milreis.		C. Milreis.
Government Passengers	6,708	57 853$338	2,859	13 894$510
Other Passengers	6,917	91 869 377	7,390	97 180 750
Total	13,625	149 722$715	10,249	111 075$260

* The route taken by the steamers going to Chanes is very circuitous, thus the great distance is accounted for.

The falling off in the number of passengers in 1866 may be attributed to the greater movement of troops during the previous year.

The freights realized in 1866 were larger than have ever been received, and exceed by nearly 23 coutos the amount received in 1865.

Table of freights realized on the different lines of steamers during 1866 :—

Lines.	Passengers.	Passage Money.		Freight.		Total.	
		C.	Milreis.	C.	Milreis.	C.	Milreis.
Belem to Manaus ..	4,780	73	315$945	230	448$302	303	764$247
Manaus to Tabatinga	914	12	923 440	43	276 550	56	199 990
Belem to Cometa ..	2,228	9	526 500	5	592 977	15	119 477
Belem to Chanes ..	1,328	11	932 500	19	588 326	31	520 826
Belem to Arary ..	425	1	269 375	—	12 570	1	281 945
Belem to Souré.. ..	574	2	107 500	—	12 130	2	119 630
Total	10,249	111	075$260	298	930$855	410	006$115

Approximate value of merchandize conveyed during 1866 to and from Belem by the different lines of steamers :—

Up the River.	Value of Merchandize.		Down the River.	Value of Merchandize.	
From—	C.	Milreis.	From—	C.	Milreis.
Belem to Manaus ..	2,877	852$700	Manaus to Belem ..	2,763	362$000
Manaus to Tabatinga	790	228 500	Tabatinga to Manaus	824	999 000
Belem to Cometa ..	64	413 600	Cometa to Belem ..	224	583 000
Belem to Chanes ..	259	437 000	Chanes to Belem ..	622	054 000
Total.. ..	3,991	931$800	Total	4,434	998$000

The total value of produce exported from the Amazon during 1866, as is shown by my report on the trade of Parà for that year, amounts to 7,384 coutos 544 milreis, or 799.983*l.** sterling, and the imports to Parà to 4,711 coutos 658 milreis, or 510,429*l.**

The value of merchandise conveyed to and from Peru during the year 1866 is as follows :—

From Peru to Belem 631 coutos 400 milreis.
From Belem to Peru 606 „ 500 „

Straw plaited hats are almost the only articles sent from Peru to Belem.

The value of the exports from the Madeira river exceeded 650 coutos, and consisted of rubber, cacao, nuts, vegetable oils and other products. The trade of this river will, without doubt, be considerably increased whenever steam navigation is re-established.

The trade with Bolivia by the Madeira river has much increased. During the year 1866, thirty-two large canoes, manned by 386 Indians, conveyed the produce to Manaus, Serpa, and Villa Bella, where it was packed and re-embarked on the Amazon steamers. The value of the produce brought down from Bolivia amounted to 49 coutos, and the value of the merchandize sent up to 36 coutos.

The trade with Venezuela by the River Negro has but little increased, as no steam communication has as yet been re-established, though at one time steam-boats, of small draught, ran as far as Santa Isabel, 432 miles from the mouth.

* At the exchange of 2*s.* 2*d.* to the milreis.

During the year 1866, six large canoes descended the River Negro, from above the waterfalls of the Upper Negro to Manaus, carrying piassaba reeds, grass hammocks, and planks of the "douro," and "itauba" woods, &c. These boats on arrival at Manaus are sold with their cargoes, the owners purchasing smaller canoes to enable them to remount the waterfalls.

The total value of produce brought down the River Negro amounted to 14 coutos 500 milreis, and the value of the merchandize taken up the river to 18 coutos 750 milreis.

A reference to the Tables will show the trade of the River Tocantins as carried by the Amazon Company's steamers between Belem and Cometa.

The Tocantins is nearly thirty miles broad at its mouth, and is about five miles broad in front of the town of Cometa, which is situated on the right bank about thirty-five miles from the mouth, and within the province of Parà. The whole river is intersected by islands, and is available to the navigation of vessels drawing under fourteen feet of water.

Cometa is a small and old town, and as yet the only place of any importance on the Tocantins, it contains 3,000 inhabitants; the district comprises many small and well-organized villages situated in the forests and on the banks of the river, and having each a small church and a school, to which parents are obliged, under penalty of a heavy fine, to send their children. The whole population of the Cometa district may be estimated at about 24,000 souls, including about 3,000 slaves. The inhabitants are principally Indians and descendants of the Portuguese.

The chief produce of the Cometa district is the cacao fruit and Brazil nut. The cacao tree is grown in large plantations throughout the district and on the numerous islands. A good quality of coffee is also grown, but as yet is used solely for home consumption. The rubber tree does not appear to abound here as on the Amazon. The labyrinth of innumerable small islands which intersect the rivers renders the navigation of the Amazon and its tributaries difficult, for no proper charts exist.

The only pilots on whom reliance can be placed in the navigation of the rivers, are those men who have been in the service of the Amazon Steam Company. The Amazon river is navigable, as far as the frontier port of Tabatinga, for vessels of the largest size, but the different tributaries though of great breadth are crossed by waterfalls or hidden banks, rendering them impassable by vessels drawing much water.

The Brazilian Government have issued orders for a new survey to be made of the entrance of the Parà river up to the town of Belem, this has become very necessary, as many islands and banks covered with thick vegetation are now above water, which were several fathoms under water when the last charts were made.

The following are the lights which at present exist inside the mouth of the Amazon:—

In the Bay of Marajo.	*In the Bay of Bocas.*
1st. On the Island of Cutijuba.	1st. On the Island of Gutaby.
2nd. On the Point of Gurabal.	2nd. On the Island of Guajara.
3rd. On the Point of Panacuera.	

All these lights are visible at eight miles distance, ascending or descending the river.

The Government of Brazil have for some years endeavoured to stimulate foreign immigration into the vast and fertile provinces of the Amazon. Every inducement has been offered, and the passage of the

emigrants from the United States paid; latterly large numbers have arrived from New York and New Orleans, consisting principally of "Southerners." On arrival at Parà the immigrants are sent to Santarem, on the Tapajos river, where lands are granted them, and, in some cases, loans of money. It, however, remains to be proved whether the white race can prosper in agricultural pursuits under the tropical sun of these provinces.

The opening of the navigation of the Amazon to the shipping of all nations is a measure of great consequence, as tending to introduce foreign capital and competition on the great rivers, and thereby eventually increase the trade, importance, and wealth of the country; yet a considerable time must elapse before any company can be able to compete with the steamers that now receive such large subsidies from the Brazilian Government.

Parà, 7th August, 1867.

DENMARK.

COPENHAGEN.

Report by Mr. Vice-Consul A. de C. Crowe on the Trade and Navigation of the Port of Copenhagen for the Year 1866.

Shipping.

The number of ships of all nations that entered the port of Copenhagen from foreign ports, during the year 1866, was 4,802, carrying 150,397 commercial lasts of merchandize.

The following Table will show from what countries they chiefly cleared out, as well as the actual tonnage of goods they discharged :—

From	Ships.	Com. Lasts.
Great Britain	709	62,250
Belgium	31	2,099
Bremen	37	838
France	32	1,966
Hamburg	19	395
Holland	85	4,689
Lubeck	30	541
Italy	7	494
Norway	214	4,473
Portugal	2	34
Prussia	440	11,131
Russia	131	9,204
Slesvig and Holstein	295	4,867
Spain	23	1,361
Sweden	2,301	33,938
Danish West Indies	20	2,989
British „	2	270
American	2	241
South American	24	2,098
East Indies and China	6	1,403
Total	4,410	145,281

Besides 392 ships with 5,116 commercial lasts (mostly steamers from Great Britain, which entered the outer roads, and only partly discharged cargo), making a total of 4,802 ships with 150,397 commercial lasts.

On the other hand, 4,748 ships, with 37,873 commercial lasts of cargo, left Copenhagen for foreign parts during the same period, viz.:—

For	Ships.	Com. Lasts.
Great Britain	142	10,700
France	1	1
Hamburg	13	165
Holland	20	544
Lubeck	128	467
Norway	174	2,417
Prussia	328	2,905
Russia	192	1,553
Slesvig and Holstein	273	2,504
Sweden	2,448	11,010
Danish West Indies	12	1,230
South America	3	137
Baltic and North Sea	873	876
Total	4,607	34,509

Besides 141 ships with 3,364 commercial lasts (which entered the outer roads and took in part cargoes), making a total of 4,748 ships with 37,873 commercial lasts.

Besides the above-mentioned number of ships employed in the foreign trade to and from Copenhagen, nearly 10,000 sailing ships, of a collective tonnage of upwards of 114,000 commercial lasts, cleared in and out of this port during the year, engaged in the inland trade.

Steamers to the number of 2,200, with about 40,000 commercial lasts of merchandize, also cleared in and out, likewise engaged in the inland trade.

At the close of the Danish statistical year 1865-66, the number of ships that made clearances at the different Custom-houses in the kingdom was 86,681, with an actual stowage of 840,916½ commercial lasts.

The Danish merchant marine, in 1866, consisted of 3,649 ships, of a burthen of 80,139 commercial lasts, of which 65 were steamers, with 3,189 commercial lasts, and 3,756 horse-power. The size of the ships was as follows :—

15	were above	200	com. lasts.		
98	„	100	and under	200	com. lasts.
391	„	50	„	100	„
410	„	30	„	50	„
385	„	15	„	30	„
1,473	„	2	„	15	„

British Trade.

On referring to the preceding returns, it will be seen that the trade between Great Britain and Copenhagen is larger than that of any other nation.

The actual tonnage of goods carried is considerably greater, and although the number of vessels is inferior to those of Sweden, their size greatly exceeds these latter.

I have no reliable data at hand for ascertaining the value of the exports for 1866, but in the year 1864 they were valued at nearly 1,000,000*l.* sterling, and must now considerably exceed that figure.

The abolition of the Sound dues, and consequent decay of the trade of Elsinore, has had the effect of concentrating the trade of all nations at Copenhagen. This has been particularly the case with British vessels, which previously stopped at the former place, but which now proceed direct to Copenhagen, where they transact their business, and make their charters for freights up the Baltic and elsewhere.

It not unfrequently happens that in one week upwards of 2,000 vessels of all nations enter the roads and port of Copenhagen.

The number of British vessels that entered the port of Copenhagen, during the year 1866, was 709, of a tonnage of 145,000, of which the greatest number arrived direct from Great Britain.

On the other hand, 142 ships of 29,000 tons cleared out from this port.

Their cargoes consisted of coals, sugar, and general cargoes; the first named having given employment to 212 ships of about 42,000 tons register.

The chief exports to Great Britain consisted of live cattle, pork and beef, flour, grain, butter, hides and skins, &c.

One steam agency office alone shipped, in 1866, the following quantities to Great Britain, exclusively in English steamers:—

Cattle	2,090 head.
Sheep	8,191 „
Flour	2,165 tons.
Grain	16,000 quarters.
Pork	2,480 tons.
Butter	2,025 „
Hides and Skins	695 „

The above figures show how important the trade between Copenhagen and Great Britain is becoming, and it is evident that it is still far from having reached its culminating point.

The great facilities which the regular and excellent steam communications now existing between this port and Leith, Hull, and London, afford to shippers, will, I have no doubt, lead to a large and lucrative development of our commercial intercourse with Denmark.

As a proof of the rapid increase of the exports to Great Britain, I may mention that in the article of butter upwards of 21,000 barrels, or 5,691,000 lbs., were exported in 1866 from Copenhagen, whereas four years previously only 2,000 barrels were shipped.

The provision trade with Great Britain was formerly almost entirely monopolized by the Altona and Hamburg houses, but since the war it appears to have become localized in Copenhagen.

The great bulk of this trade, as well as that in cereals, &c., is now transacted from Copenhagen for English account, so that of the total exports of these articles from Denmark in 1865-66, Great Britain alone imported, mainly from this port—

73	per cent.	of all the	Corn and Flour	shipped.
71	„	„	Live Cattle	„
62	„	„	Butter	„
63	„	„	Pork and Meat	„
51	„	„	Wool	„

And almost all the bones, teeth, and linseed cakes exported. Of this latter article, Great Britain imported 6,000,000 lbs.

Nearly one-half, or about 45 per cent., of Denmark's total foreign trade is carried on with England; and in 1865-66 no less than 5,857 ships, carrying 248,754 commercial lasts of merchandize, found lucrative employment in this manner.

Since the severance of the Duchies from Denmark, and the interruption of the intimate commercial relations existing between the latter and the great German marts of Altona and Hamburg, the tendency of the Danish commerce in general has been to centre in Copenhagen, which is now the only place in the kingdom offering those facilities, both local and financial, so necessary to the healthy development of industrial enterprise. In these respects, therefore, Copenhagen has been a decided gainer by the late war, and is rapidly increasing in importance as a commercial emporium.

The Law lately passed by the Danish Rigsdag, regulating the inland cabotage, will doubtless likewise tend to localise the trade, and induce it to flow to Danish ports, and enable the Danes to keep the profits arising from the native coasting trade in their own hands.

According to the new Law, no foreign vessel of a less burden than 15 lasts (a Danish commercial last is 150 cubic feet, or 5,200 lbs.) can participate in the coasting trade; and as this trade can only be profitably carried on by vessels of light draught, the numerous small fleet of Prussians, Swedes, and Holsteiners, are effectually shut out from the inland cabotage.

The recent territorial changes in Europe have so weakened the political importance of this country that the preservation of the numerical strength of its merchant navy, and the development of its commercial resources, are considered as paramount necessities.

Efforts are being made to afford extended facilities to trade, and considerable sums of money are being expended to improve and deepen the harbour of Copenhagen; and, with a view to render their commercial intercourse with foreign nations more easy, the Danish Government has recently taken the initiative in proposing a uniform international standard of measurement for merchant vessels; and last March (1867) passed two new measurement and registration Laws, based on and in accordance with the principles laid down in our Merchant Shipping Act, granting freedom from remeasurement in Danish ports to all foreigners according reciprocity.

Future measurements will be taken, with a corresponding reduction, in English measure, and tonnage computed in English registered tons—91·59 Danish cubic feet being considered as equal to 100 English, or a registered ton.

Shipping Charges.

The charges on shipping at this port are as follows:—48 skillings (about 1*s.* 1½*d.*) per commercial last (5,200 lbs.) of the goods actually discharged, and in no case can dues be levied on more than the actual registered tonnage of the ship; and allowance is made for coals and provisions for ship's use, and deductions made for engine-room, machinery, &c.

Forty skillings for harbour dues on each commercial last of goods discharged.

Eight skillings per commercial last on goods loaded in for export when in harbour, but double that sum when the ship lies in the roads.

Sixteen skillings per commercial last, on ships which only put in for coaling, for bulwark or pier dues.

Pilotage is charged from the inner roads to the fairway as follows, according to the ship's draught:—

	Summer.		Winter.	
	Rigsdol.	skil.	Rigsdol.	skil.
8 to 10 feet	5	72	7	51
11 13 „	7	10	9	35
14 15 „	8	44	11	16
16 „	9	78	12	93
17 18 „	11	16	14	75
19 20 „	12	50	16	56

Which includes all charges for landing pilot, &c.

Imports.

The following list shows the nature and extent of the principal imports into Copenhagen in the year 1866 :—

Cotton and Linen yarn	lbs.	1,739,100
„ manufactured	„	3,084,400
Woollen yarn	„	88,000
„ manufactured	„	1,524,600
Silk, and Silk manufactures	„	101,300
Ready made clothing	„	45,100
Sugar	„	32,343,400
Coffee	„	13,250,400
Tea	„	450,000
Rice in husk	„	7,677,500
„ cleaned, and Ricemeal	„	2,019,600
Sago	„	634,700
Tobacco leaves and stalks	„	2,200,000
do. manufactured cigars	„	91,400
Wine in bottles	quarts	58,000
„ in casks	lbs.	1,289,200
Spirits in bottles	quarts	11,000
„ wood	„	168,000
Ale in bottle	„	11,000
„ cask	lbs.	100,100
Cocoa Beans	„	213,400
Chicory roots	„	2,420,000
Currants	„	137,500
Raisins	„	1,267,200
Figs	„	253,000
Prunes	„	840,400
Almonds	„	192,500
Oranges	„	778,800
Cinnamon	„	104,500
Cummin Seed	„	491,700
Spices	„	350,900
Drugs	„	220,000
Hops	„	303,600
Dye Woods, &c.	„	772,200
Dye Stuffs	„	1,378,300
Cochineal, Indigo, &c.	„	49,500
Feathers and Down	„	224,400
Toys	„	40,700
Indian rubber, raw and manufactured	„	127,600
Glass and glass wares	„	2,140,600
China	„	84,700
Stone China	„	1,085,700
Crockery and potters work	„	797,500
Paper	„	1,096,700
Soaps	„	30,800
Tallow and fat	„	987,800
Oils	„	3,281,300
Soda	„	3,009,000
Saltpetre	„	191,400
Sulphur	„	1,475,100
Acids	„	228,800
Rock Salt	„	2,258,300
Other Salt	„	4,151,400
Salted Herrings	„	6,133,600
Dried and Salted Fish	„	3,234,000
Anchovies	„	156,200
Unwrought metals	„	12,470,700
Iron, Steel, Hoops, Iron Plates	„	31,242,200
Fine Iron and Steel wares	„	4,043,600
Copper, Tin, and Zinc plates and bolts	„	688,600
Fine Brass and Copper wares	„	281,600
Coals	tons	130,500

IMPORTS—*continued.*

Tar	barrels	9,300
Pitch	lbs.	249,700
Resin	„	244,200
Turpentine	„	17,600
Liquid Resins and Gums	„	245,300
Bast and Cocoa-nut fibre	„	314,600
Raw Cotton	„	55,000
Hemp	„	3,490,300
Tow	„	568,700
Cordage	„	147,400
Ashes	„	1,206,700
Dye Stuffs	„	424,800
Uncut Cork	„	729,300
Live Sheep	No.	3,800
Horses	„	1,100
Cattle	„	5,600
Pigs	„	5,100
Cheese	lbs.	5,600
Butter	barrels	1,500
Pork and Meat	lbs.	935,000
Raw hides and skins	„	1,855,000
„ dressed	„	172,000
Train Oil, Grease, &c.	„	3,864,000
Wool	„	639,000
Wood goods	Com. Lasts.	13,200
„	Com. fthms.	1,733,000
Fire-wood	fthms.	14,600

EXPORTS.

The chief exports during the same period were—

Sugar	lbs.	4,519,900
Treacle, Molasses	„	1,168,200
Coffee and its substitutes	„	6,286,500
Rice and Ricemeal	„	4,723,400
Sago and Arrowroot	„	24,860
Tea	„	61,600
Tobacco-leaves and stalks	„	180,400
Manufactured Tobacco and Cigars	„	190,300
Wine	„	701,800
„ in bottle	quarts	3,200
Spirits	„	835,000
Beer	lbs.	682,000
„ in bottle	quarts	6,800
Cotton and Linen Thread	lbs.	34,760
„ „ Wares	„	408,100
Woollen Goods	„	68,200
Bar and Hoop Iron Plates and Nails, &c.	„	2,594,900
Other kinds of Iron	„	1,729,200
Sheet Iron and Bolts	„	34,100
Raw Metals	„	1,437,700
Currants and Raisins	„	303,600
Figs	„	67,100
Dried Plums and Prunes	„	112,200
Almonds	„	61,600
Oranges	„	269,500
Hops	„	14,300
Yeast	„	30,800
Glass and Glass wares	„	100,100
Paper	„	264,000
Oils of all sorts	„	7,149,500
Candles of all sorts	„	28,270
Soaps of all sorts	„	30,800
Feathers and Down	„	74,800
Flax	„	37,950

EXPORTS—*continued.*

Hemp	lbs.	337,500
Cordage	„	349,800
Tar	„	4,400
Soda	„	1,574,600
Acids	„	444,500
Salt	„	1,252,900
Salt Herrings	„	2,492,600
Dried and Dry-salted Fish	„	684,200
Timber	loads	5,100
„	cubic ft.	67,000
Barley	barrels	60,000
Peas and Vetches		8,600
Oats		11,000
Wheat		16,000
Rye		39,000
Malt	„	2,700
Corn goods, Wheaten Flour, Meals, &c.	lbs.	44,306,900
Rape and Linseed	barrels	6,500
Live Sheep	No.	10,900
Cattle	„	3,900
Pigs	„	450
Butter	barrels	21,300
Cheese	lbs.	40,700
Pork, &c.	„	7,971,700
Tallow	„	123,200
Fat and Grease	„	19,800
Raw Hides and Skins	„	4,126,100
Dressed „	„	85,800
Horns and Hoofs	„	24,200
Wool	„	2,180,200
Train Oil	„	2,818,200
Rags	„	971,300
Oilcake	„	5,991,700
Bones	„	5,414,200
Other refuse	„	2,009,700
Bricks	No.	953,000

The export of cured pork is greatly on the increase, and last year some large salteries or curing establishments were erected near the city, with a view to the greater extension of this important branch of the export trade. Previous to their erection, however, the shipments amounted to upwards of 9,000,000 lbs.

According to the Government Statistical Tables for the year ending March, 1866, the total weight of the imports and exports for the whole kingdom was 3,061,004,750 lbs., or 1,264,881,652 lbs. more than the preceding year. Of this quantity, 1,114,095,572 lbs. were cleared in and out of the port of Copenhagen alone, which now absorbs nearly half the trade of the whole kingdom.

The gross weight of the imports was 1,916,671,240, and the exports 1,144,333,506 lbs., which was an increase on the preceding year of 74·2 per cent. and 64·4 per cent. respectively.

The increase in the imports, however, was most apparent in the heavier and less valuable goods: thus the import, in 1866, of coals was 277,000,000 lbs. more than in 1865, of wood goods 233,000,000 lbs., and of bricks and tiles 110,000,000 lbs.

The increase in the exports was mainly owing to the large shipments of cereals, cattle, provisions, &c., of which 69 per cent. more were exported in 1866 than in the preceding year.

The income of the Copenhagen Custom-house for duties and ships dues, in 1866, amounted to 3,624,760 rigsdollars.

The excise duty on spirits, for the same year, was 397,677 rigsdollars.

The extraordinary war tax for the same year produced, besides an additional sum of 531,686 rigsdollars on the imports, and 198,838 rigsdollars from the brandy distillery, making the gross income for the year, from the Customs and Excise, 4,753,141 rigsdollars, less drawbacks granted 119,539 rigsdollars, making the nett receipts 4,633,602 rigsdollars, being 180,000 rigsdollars in excess of the year 1865.

The money institutions of this city appear to be sound, and equal to the requirements of her merchants and traders; for notwithstanding the great fluctuations in the price of money abroad, and the severe panics experienced in England, the rates of discount remained comparatively low, and only for a short period reached 7 and 7½ per cent., and the exchange on Hamburg varied but little during the year.

Iceland Trade.

The trade with Iceland was more restricted than usual, owing to the partial failure of the winter cod fishery. The scab had reappeared among the sheep, and endeavours were being made to arrest its progress on the island by isolating and slaughtering the diseased animals. The principal exports to Copenhagen were—wool, 573,760 lbs.; train oil, 4,800 barrels; clip fish, 302,400 lbs.; flat fish, 66,880 lbs.; salt mutton, 1,850 barrels; and tallow, 445,360 lbs.

The prices asked early in the year for best wool, for delivery in England, was 1*s.* 6*d.* per English lb.; but only a few sales were effected at from 1*d.* to 1½*d.* less per lb., and later in the season there were no buyers at all in the market. Towards the end of the year, however, a few transactions took place at prices varying between 1*s.* 2½*d.* and 1*s.* 5½*d.* per lb.

Train oil fetched, for the common darker sort, from 26 to 30 rigsdollars per barrel, and for the finer lighter kinds, from 32 to 35 rigsdollars per barrel.

The last year's stocks of dried cod fish (clip fish) were sold in England and Copenhagen at prices varying between 28 and 31 rigsdollars per 352 lbs.

In the month of May news reached this place that the cod fishery had failed, in consequence of which the prices of Iceland clip fish, for delivery in Spain, rose from 50 to 55 Hamburg banco marks per 352 lbs.; but competition with the Norwegian markets soon drove these rates down to 48½ banco marks, and even as low as 33 rigsdollars.

The prices paid in Copenhagen for new fish were from 25 to 35 rigsdollars per 352 lbs. for clip fish, and 50 to 60 rigsdollars per 352 lbs. for flat fish.

Salt mutton fetched from 20 to 28 rigsdollars per barrel of 250 lbs.

Tallow was sold here and in Hamburg at prices varying between 21 and 24 banco marks per 18 lbs.

The products imported into Copenhagen, from the Danish establishments at Greenland, are generally sold by public auction at stated times in this city. The quantities imported were—train oil, 13,200 barrels; seal-skins, 37,500 pieces; fox-skins, 548 pieces; cleaned eider-down, 684 lbs.

The prices obtained were as follows:—Seal oil, according to colour, 32½ to 34 rigsdollars per barrel; whale oil, 30 to 31 rigsdollars per barrel; seal-skins, 12 to 84 skillings a piece, according to quality; fox-skins (blue), 2 to 13 rigsdollars each; fox-skins (white), 1 to 3 rigsdollars each; eider-down, 7½ to 8 rigsdollars per Danish lb.

The Danish Fishing Company, which has recently been formed with a capital of 180,000 rigsdollars, for the purpose of fishing whales and cod in the Iceland and Greenland waters, and which last year (1865), at an expense of 177,000 dollars, fitted out one large and one small steamer

besides two schooners and two yachts, for this purpose, have not been successful in their enterprise, inasmuch as their first year's labours only show a gross return of 14.333 rigsdollars; and they estimate their loss, in capital and interest, at 60,000 rigsdollars. They attribute this unfortunate result chiefly to the failure of the American rocket harpoon, which fell greatly short of their expectations. The Company, however, have not lost courage, but have increased their capital to 250,000 rigsdollars, and had some fresh harpoons of improved construction made at the Danish Government dockyards; and they have again commenced their fishing expedition with better hopes of success.

Corn Trade.

The result of this year's harvest was satisfactory, and was considered to be equal to a good average year.

The imports of grain during the year amounted to 885,000 barrels ($2\frac{1}{10}$ barrels are equal to 1 imperial quarter), viz., wheat, 230,000 barrels; rye, 245,000; barley, 220,000; oats, 120,000; peas, 20,000; rapeseed, 5,000. Of which—rye, 95,000; oats, 25,000; and barley, 3,000 barrels, were foreign and the remainder home produce.

Prices rose considerably during the year, especially as regards wheat, which, at the beginning of the year and until about October, remained firm at $9\frac{1}{2}$ to $9\frac{3}{4}$ rigsdollars per barrel, when prices gradually rose until December, when as much as 12 rigsdollars was paid per barrel.

Rye, which early in the season was quoted at $7\frac{1}{4}$ to 7 rigsdollars, fell later on to $6\frac{1}{4}$ and 6 rigsdollars, but rose again at the close of the year to 7 rigsdollars.

Barley was in great demand at $6\frac{1}{4}$ to $6\frac{1}{2}$ rigsdollars, and fetched at the end of the year 7 rigsdollars per barrel.

Oats, on the other hand, which, early in the season, were in demand at 5 rigsdollars, fell towards the close of the year to $4\frac{1}{3}$ rigsdollars per barrel.

The price of rapeseed averaged between $11\frac{1}{2}$ and 12 rigsdollars per barrel.

The principal export was wheaten flour, of which 36,000,000 lbs. were exported to England and Sweden, notwithstanding the rise in price from 5 marks 12 skillings to 7 marks per lispund ($17\frac{1}{2}$ lbs. avoirdupois).

9,500,000 lbs. of rye meal were exported to Norway and Sweden, besides smaller shipments of grits to Baltic ports.

Only 130,000 barrels of underground corn were exported, of which 60,000 barrels were barley.

The above figures only represent the actual shipments, but not the actual amount of business done in grain at this port, for it must be borne in mind that a large portion of the shipments made from the provincial ports are for the account of the Copenhagen merchants, with whom contracts for delivery for ulterior shipment are made.

General Remarks.

Denmark is a flat country, its highest hill or peak only reaching to an elevation of 600 feet; real mountains and deep valleys are unknown.

As a natural consequence of the fact that the country consists of smaller islands and of one rather flat peninsula, there is no river of any importance. The water-courses are, in fact, only streams, of which very few are navigable for small vessels or boats; the only one of importance is the Gudenaa, in Jutland, which rises two miles north of Veile, runs in a direction between north and north-east, through several of the larger lakes, past Silkeborg and Randers, and, after a course of 19 miles, flows into Randers fiord.

It is so far "canalised" that, for a distance of 54 miles from Silkeborg to Randers, it is navigable for large boats, and from Randers to its junction with the fiord, a distance of about seven miles, it can be passed by ships of not very heavy burden.

The first census in Denmark took place in 1769, afterwards in 1787, 1801, 1834, 1840, and so on every fifth year until 1860. In future a census will only be taken every 10 years.

According to the one last taken on the 1st February, 1860, the population was:

	Males.	Females.	Total.
In Denmark	793,188	807,063	1,600,551
„ Slesvig	204,323	205,584	409,907
„ Holstein	273,789	270,430	544,419

In Denmark Proper the population of the islands amounted to 741,595 souls, and that of Jutland to 703,813. The population of the city of Copenhagen at that date was 155,143 souls, but counts now probably about 10,000 more.

The population of the kingdom of Denmark Proper in 1801 amounted to 925,680; in 1835, 1,223,797; in 1845, 1,350,327; in 1855, 1,499,850; so that the population in this century has been constantly increasing, viz., from 1801 to 1833, 32·2 per cent.; 1834 to 1844, 10·3 per cent.; 1845 to 1854, 11·1 per cent.; in 1855 to 1859, 6·7 per cent.

The number of souls to 1 square mile Danish (nearly 5 English) in 1860 amounted to—on the islands, including Copenhagen, 3,830; ditto, excluding Copenhagen, 3,168. In Jutland, 1,530; in the whole kingdom, 2,306.

The number of people inhabiting towns was 377,052, or about 23·03 per cent. of the whole population. The townspeople thus number about one-fourth of the whole population.

In 1860 the proportion of males, according to age, was as follows:—In every 1,000 men, 336·9 were under 15 years, 90·7 under 20, 491·3 under 60, 81·1 over 60.

In every 1,000 there were nearly 300 between the ages of 20 and 40. A great difference exists with regard to the proportion between the relative ages in towns and in the country, and especially between the large town of Copenhagen and the country. The following Table shows the proportions:—

	Copenhagen.	Towns.	Country.
Under 15 years	277·1	330·5	345·4
„ 20 „	80·7	95·2	91·2
„ 60 „	582·5	509·9	476·9
Over 60 „	59·7	64·4	86·5

The preponderance in towns is thus shown to be in middle-aged men, and in the country in children and aged people.

The difference in the birth and death-rate in town and country between males and females is so great that, while out of 1,000 females in the country districts 91·6 were over 68 years of age, out of 1,000 males in Copenhagen only 44·2 were of that age.

In Europe, when no particular circumstances interfere to cause exceptions, more females are found than males. This is also the case in

Denmark, where, in 1860, there were 1,018 females to every 1,000 males. This preponderance of females was caused by greater longevity, inasmuch as there were more males born than females, and the preponderance of females over males first shows itself in the middle age, and increases as old age is neared. Until the 20th year the male sex was predominant.

The proportion of females to every 1,000 males was—

	In Copenhagen.	In Towns.	In Country.	In Denmark.
Under 20 years	1,002	971	982	982
„ 60 „	1,090	1,017	1,011	1,020
Over 60 „	1,827	1,580	1,135	1,213

This Table shows plainly enough how the preponderance of the female sex increases with age, and also how towns, especially the large town of Copenhagen, exercise great attraction on the female sex. This is probably in consequence of the great facility it offers for female employment.

Between the ages of 20 and 60 it will be seen that the relative proportions of males and females was about equal.

Out of every 1,000 males 351 were married, and out of 1,000 females 344, or about a third of the whole population. The census gives 938 fewer married women than men, a result which is only a repetition of former censuses, and for which the reasons are not quite clear.

Three-fifths of the marriagable population, *i. e.*, persons above 20 years, were married. The rate of marriages in every 1,000 men and women, was as follows :—

	Men.	Women.
Copenhagen	520	447
Towns	572	524
Country	644	623
Denmark	622	590

Of 1,000 males over 20 years of age 55 were widowers. Of 1,000 females over 20 years of age 131 were widows.

The average age at which marriages were contracted was greater for males than females, that for the former being 31½ years, and for the latter 28½ years.

Nearly four-fifths of the marriages were between young men and women, one-eighth of the men were widowers, and of the women nearly one-eleventh were widows. Marriages for the third and fourth time take place very seldom ; but 92 per cent. of the widowers and 95 per cent. of the widows marry again. Both widows and widowers remarried more frequently in the country than in the town.

Of 1,000 marriages in this country there were only seven in which either the one or both parties were separated.

Marriages were most frequent in the last three months of the year and in the month of May ; in the month of November there were four times as many marriages as in August.

Of men over 60 years of age in 1860, there were about 5 per cent. who had never been married. and of women of the same age about 7 per cent.

The last census shows that for every 1,000 persons in the kingdom

there were 34·3 births. Of 1,000 females between 20 and 40, there were born—In Copenhagen, 150 children; in the other towns, 177; in the country, 191; giving an average for the whole kingdom of 183 births per 1,000 females.

The relative proportions of legitimate to illegitimate births were as follows. To every 1,000 women between 20 and 40 there were—

	Legitimate.	Illegitimate.
In Copenhagen	245	61
„ other Towns	287	42
„ the Country	282	46

Of 100 births, 4·4 were stillborn. Twins occurred once in every 74 births; triplets once in every 5,556.

The death-rate was 22·3 in every 1,000 persons, as follows:—

	Males.	Females.
Copenhagen	29·7	25·3
Other Towns	24·5	21·0
Country	22·2	21·0
Denmark	23·1	21·5

And the rate for both sexes:—

Copenhagen.	Towns.	Country.	Denmark.
27·4	22·7	21·6	22·3

Of male children about 73 per cent., and of female about 76 per cent., reached the age of 5 years. Death was least frequent between the ages of 15 and 20.

Of 1,000 individuals there were 157·8 dumb, deaf, and blind, in the following proportions: dumb, 54·7; deaf, 36·1; blind, 67·0.

Of the deaf and dumb the greatest number were males; of deaf and blind, females.

The proportion of suicides was about 1 in every 78 deaths.

Suicides were most frequent with the male sex; the proportion was 38·8 females to 100 males. The seasons had a great influence on their frequency. Of 100 suicides 33·7 were committed in summer, 28·0 in spring, 20·5 in autumn, 17·8 in winter.

In 100,000 persons the number was as follows:—Between the ages of 11 and 20, 9·2; 21 and 60, 42·3; over 60, 77·9.

The average yearly heat in Copenhagen is about 6½° (Reaumur). The average summer heat about 14°; winter ½° of frost. Spring and autumn have an average warmth of 5° to 7½°. The greatest heat recorded in Copenhagen is 27½° (July, 1834), and the greatest cold, ÷18·2° (January, 1867).

Edinburgh and Moscow lie in about the same degree of latitude as Copenhagen; the average yearly warmth of these towns is between 7° and 3°, but in such proportions that the average summer heat is between 11½° and 14°, and winter from 2½° to ÷8° respectively.

Copenhagen has therefore a much better climate than these two places, since the insignificant summer heat in Edinburgh, and the very severe cold in winter in Moscow are injurious to the crops and vegetation.

The amount of rain is also rather favourable. The annual average rainfall is 21 inches, and falls at pretty regular intervals throughout the whole year. The rainfall in the western part of the kingdom is much larger, on account of its close vicinity to the ocean; in West Jutland it is as much as 50 per cent. greater than in other parts of the kingdom. The greatest quantity generally falls in autumn, the least in spring. August is the dampest month, March the driest, and the difference is so great that in March there falls only the third part of the rain that falls in August.

This is accounted for by the fact that the warmer the air is the more moisture it can hold (at freezing point it can only hold the half of what it can at 12°), and the more the air is filled with moisture, so much easier will a fall in temperature produce a rainfall. Rain or snow falls on an average on 137 days (105 rain, 32 snow); but one must not infer from this that after two days' dry weather, there always comes one wet day.

The number of really fine days is not more than 68 per annum.

In 1860 there were only 12,907 persons who did not belong to the State (Lutheran) Church. These Dissenters were classed as follows:—Jews, 32·7; Mormons, 20·6; Baptists, 17·6; Reformed Church, 13·7; Roman Catholics, 9·6; other denominations, 6·0: total, 100.

Copenhagen, August 25, 1867.

FRANCE.

BREST.

Report by Mr. Vice-Consul A. Castagné on the Trade and Commerce of Brest for the Year 1866.

Shipping and Navigation.

Arrivals at Brest in 1866.

Nationality.	Number of Vessels.	Tonnage.	Trade.	Nature of Cargo.	Remarks.
French	96	46,244	Direct with other Countries	Coals, Cement, Iron, Hemp, Timber, Horses, &c.	There being no articles of exportation, all these vessels depart in ballast. A few of them go to other ports of the Department to load grain (principally oats and barley), and potatoes.
Ditto	1,282	80,951	Coasting ...	Brandies, Wines, French Produce and Manufactures, Groceries, Colonial Produce.	
English	64	7,986	Direct	Coals, Cement, Copper, Teak timber, &c., &c.	
Other Foreign Nations ...	35	13,750	Ditto	Timber, Hemp, Corn, &c., &c.	
Total ..	1,477	148,931			

The corresponding numbers in 1865, were :—

Nationality.	Number of Vessels.	Tonnage.	Trade.	Nature of Cargo.	Remarks.
French	110	25,135	Same as for 1866.		
Ditto	1,553	91,293			
English	98	13,162			
Other Foreign Nations ...	27	10,410			
Total ...	1,788	140,000			

The cargoes imported by English ships were :—

Articles.	1866.	1865.
Coals	43	52
Cement	12	29
Jute	4	8
Hemp	1	4
Iron	1	1
Tar	1	..
Teak Wood	2	3
Bricks	..	1
Total	64	98

Port Charges on English and French Ships at Brest.

PILOTAGE, Quarantine, Tonnage Duty, and other Custom-house charges, Brokerage, &c.

On Ships coming from	English Ships, Per Ton.	French Ships, Per Ton.
	s. *d.*	*s.* *d.*
Great Britain, or British Possessions in Europe ..	2 6	2 6
Elsewhere	5 8	1 8

According to the new Merchant Law enacted by the French Parliament, and which must receive its application from the 1st January, 1867, the Custom-house dues for English and French ships coming from Great Britain, or elsewhere, shall be in future abolished.

The cost of brokerage is *5d.* per ton ; masters speaking French may perform their brokerage.

Ships upwards 80 tons are liable to take pilots either in coming in or in going out, the pilotage is paid according to the distance where the pilot came on board, and for the outwards pilotage it is not due beyond the first station.

The costs of pilotage are calculated from 80 tons, they are gradually increased by every 20 tons.

The old mercantile harbour was taken possession of by the Government the 1st October, 1865, and added to the dockyard, and the Port Napoléon, the new mercantile harbour, was thrown open to the public the same day, from which date it was forbidden to enter the old port, even foreign ships of war or their boats, without permission from the Maritime Prefet. The draught of water in the new harbour is of 8 mètres (26 feet 2 inches English) at low water, in neap tides, above that it rises and falls about 9 mètres (29½ feet English). The principal entrance is at the eastward, about 120 mètres wide (393 feet English). At the north side of the point is a white light, and on the southern extremity of the breakwater is a green light, between those two lights the vessels can enter freely. The distance which each of these lights bear, is about 1 mile. In a short time they must be replaced by two other lights of the same colour bearing at 5 or 6 miles.

The new mercantile harbour is not yet by far half finished. However, such it is, there is room for fifty vessels at quay berths, the half of which always afloat.

The works of the harbour were momentarily stopped, on account of the further extension given to its limits. At the opening of the railroad from Paris to Brest, when the Minister of Commerce and Agriculture came to Brest to inaugurate it, he let know that a new floating dock should be added to the harbour, what necessitated a new plan, which was submitted to the Committee of the Public Works. In consequence of that increase, the harbour, when finished, shall be nearly double of what it should have been in the beginning. Work must be resumed in the spring of next year (they have been this year). The cleansing of the road and new harbour, in order to get at low water in neap tides, 8 mètres of water (26 feet 2 inches English) everywhere, was going on without interruption.

There are no dues of any kind to be paid by French or foreign vessels in the new mercantile harbour.

Since the opening, steamers, and especially English steamers, are very often putting into the harbour to be supplied with coals. In such

cases they are free of sanitary dues, and reckoning from the 1st January, 1867, they shall have no Custom-house duty to pay.

The price of coals varies from 30 to 35 francs a ton (1*l.* 4*s.* to 1*l.* 8*s.*), coals brought alongside the vessels in the harbour where they are afloat.

Vessels are supplied with ballast, in the new harbour, at the following rates per ton brought alongside the vessels, viz., for clay, rubbish mixed with small stones, 98 cents. (about 10*d.*); for stones, 1 franc 90 cents. (1*s* 6*d.*). The contractor is compelled to be always provided with some thousand tons.

The railroad from Paris to Brest is brought into connection with the harbour by means of a branch line which goes into the dockyard, and waggons are coming on the quays alongside the vessels, which can unload their cargoes from the vessel into the waggons without landing them. No merchant vessels built at Brest.

No lighthouse built in 1866, but four are either in execution or decided in principle, and had been begun, they are the followings :—

1. The lighthouse of Beg-ar-Vrechen, built at the extremity of the peninsula of Port Manec, at the entrance (larboard) of the river of Pont Aven, it will avail to enter into the river, and to avoid the dangers off the entrance (Ile Verte, les Verrès, le Trépied, le Cochon, &c.). This lighthouse is now (1867) entirely finished, and shall be lighted at the beginning of this winter season.

2. The building of a lighthouse on the rock Ar-men (one of the reef of the ridges of the Chaussée des Seins) by 48° 3′ 2″ latitude north, and 7° 19′ 10″ longitude west (Paris meridian), is decided in principle, but it seems very doubtful that they can succeed, such at least is the opinion of some engineers.

Ar-men, situated 6 miles westward of the lighthouse, built at the west extremity of the Ile de Sein, is a rock of very difficult access, which at low water, but only in spring tides, is dry, and elevated 1 mètre (39 inches English), over the water level. They are studying the project since about a year, and the engineer-in-chief came this summer on the spot, in order to see by himself what it should be possible to make. Orders were given to proceed the study, and they have begun this year 1867.

3. One other lighthouse must be built on the Black Stones (Pierres Noires), by 48° 18′ 50″ latitude north, and 7° 14′ 18″ longitude west (from the Paris meridian), all the studies are made, and they shall shortly begin, though the work presents great difficulties, the rock being of a dangerous access and far from land. The engineer thinks, however, the lighthouse can be ready in three years from now, 1867.

The light at the Black Stones should greatly avail for the Brest entrance, and should allow, with the lighthouses of Beg-ar-Vrechen, and that one built at the southern extremity of Ushant, to a vessel coming from the offing, to avoid all the ridges of La Chaussée des Seins, La Chaussée des Pierres Noires, and Ushant, in keeping those lights at a certain distance by starboard, and to make her way to the British Channel, free of all dangers.

4. They are building a lighthouse on the rock called Le Four, by 48° 31′ 20″ latitude north, and 7° 7′ 40″ longitude west (Paris meridian).

Two other lighthouses are equally decided in principle, they are to be built on the rocks called La Vieille and Tevennec, both situated in the Raz de Sein, but nothing yet is done.

A line of steamers, for goods and passengers, are running between Dunkirk, Brest, and Bordeaux, and another one between Brest, Douarnenez, and Bordeaux.

A line of steamers was established by an English company between London, Brest, and Nantes.

The French transatlantic packets between Havre and New York touch at Brest twice a month on their outward and homeward voyages for landing correspondence, goods, and passengers.

Quarantine.—Every vessel arriving from a foreign port, or from the French ports in the Mediterranean, is liable to quarantine, her boat must come alongside the Quarantine Office, which is known by a yellow flag. The boat of the Board of Health goes on board of the men-of-war arriving and anchored on the roads. There are three categories of quarantine visits for merchant vessels, viz., 5 cents. per ton ($\frac{1}{2}d.$) on French coasters from Mediterranean; 10 cents. per ton (1*d.*) on French or foreign coasters coming from foreign countries; 15 cents. per ton ($1\frac{1}{2}d.$) on long voyage vessels (navires au long cours).

The following rate is paid per diem for every vessel in quarantine, 3 cents. per ton, viz., for a vessel of 100 tons, 3 francs (2*s.* 5*d.*).

The bills of health and visas are gratis.

Geographic position of Brest on account of Shipwrecks or Ships putting into the Roads.

Although Brest cannot be classed amongst the important mercantile ports of the kingdom, it may, however, be considered as one of the most, if not even the most, important station on account of its situation at the extremity of the continent, Ushant being the point where all ships coming from sea make the land before they go into the British Channel, and being in consequence of that, the part of the French coast where the shipwrecks are always the most numerous, considering the immense quantity of rocks spread over the land-fall, and that surround all the neighbouring coast. Unfortunately there is no year during which many ships are shipwreck.

In consequence, the British Consulate here has yearly many English seamen to send back home, and British interests to survey and protect, and in pursuance of that is frequently connected with the civil and naval authorities for help and assistance when required for ships in distress, or wrecked. By the same reason its position renders it equally a good harbour for ships which being in distress and damaged want to be repaired, and for those too, which having bad weather, put into the roads for seeking out a shelter, or want to be supplied with coals, orders, or such other things.

The roads of Brest is one of the largest and of the safest in Europe, a ship can always by any weather and at any time of the tide, by day or night, come in or go out without the least danger. The anchorage of the roads is a very good one, and ships are quite in safety even during the worst hurricanes.

The putting of the French transatlantics into the roads seems to draw attention on this port, whose situation is exceptional.

A line of English steamers, the London and New York Steam Ship line, running between New York and London, was established this year, 1867, calling every fortnight at Brest for landing passengers.

TRADE AND COMMERCE.

The commerce of Brest consists entirely of imports, there being no articles of produce or manufactures to export. It may be classed under three heads:—

I. Supply of the Dockyard;
II. Supply of the Town;
III. Supply of the Interior of the Department.

1. *Supply of the Dockyard.*—The Naval Administration purchases itself a part of the naval stores, others by contract.

The stores purchased direct are pine timber and coals. A marine engineer is stationed at Dantzig, to purchase pine and some oak timber in Prussia and Norway ; but the greatest, and nearly all oak timber is selected in the woods and forests of France by naval engineers attached to the Forest Service, who choose and mark every tree likely to become fit for the navy. The other qualities of timber and masts are purchased by contract. Teak wood is bought in England ; masts arrive from San Francisco, in California.

Coals have been received since the end of last year from the north of France, of the Mines d'Anzin, near Valenciennes, in the department of Nord. They are purchased by contract, and shipped at Dunkirk, where the depôt is, on board of French colliers, and thence loaded for the different dockyards. The quantity received in 1866 was, for Brest Dockyard, 17,000 tons. The cost of those coals to the Government amount, on an average, to 32 francs (about 1*l.* 5*s.* 7*d.*), according to the price of contract, besides the freight, which is 9½ francs (about 7*s.* 7*d.*)

Hemp is purchased by contract, and generally drawn from Russia. It is the same for pig-iron, which is drawn from Scotland.

The cement used either in the dockyard or for the town consumption is nearly all drawn from England. All other naval stores are equally purchased by contract.

2*nd. Supply of the Town.*—The imports for the supply of the town and its suburbs are wines, brandies, including alcohols, coals, Portland cement, timber, manufactured goods, groceries, lime, bone-black, colonial produces.

There are few towns in France where so much drink is consumed as at Brest. The quantities consumed in 1866 were—

	Wine.	Brandy.
	Imp. Galls.	Imp. Galls.
In the City	918,727	119,998
In the Suburbs	1,420,394	266,933
Total	2,339,121	386,931

These figures, which do not include liquors, of which large quantities are also consumed at Brest, are taken from the Octroi Returns.

The Octroi and Excise duties being imposed on each commune, according to its population, are much lighter in the suburbs than in the city.

All the coals used in Brest and in the three Departments come from England, and are sold here 40 francs a ton (32*s.*) to the consumer. Some cargoes, for smiths and manufactories, are sold cheaper. The importation of coals is always increasing. The West Railway Company had a contract of 6,000 tons for 1866 : it is from 8,000 to 10,000 tons for 1867.

British Coals Imported into Brest.

Years.	Quantity.	Remarks.
	Tons.	
1865	20,000	Brought by English
1866	24,700	and French vessels.

The importation of Portland cement was not by far so great as it had been the preceding years. The causes of the decrease must be attributed to the completion of many important works in the dockyard, and to the momentary suspension of those of the new mercantile harbour, which both had previously employed large quantities.

PORTLAND Cement Imported into Brest.

Years.	Quantity.	Remarks.
	Tons.	
1865	6,600	Brought by English
1866	2,200	and French vessels.

Deals and boards from the Baltic are mostly brought in Prussian and Norwegian ships, since the new Treaty enacted between France and those countries, by which the tonnage dues, which were of about 5 francs (4*s.*) by register ton were taken out.

Since the opening of the railroad from Paris to Brest, the exports have fallen off much in all the harbours, being in the neighbourhood of the railway, which takes now most of them.

The works of the Orleans Railroad, which is coming from Paris to Châteaulin through Nantes and Lorient (going to the south) are accelerated, and the portion of the line between Châteaulin and Landerneau, where is the junction of the two lines, shall be thrown open to the public at the end of next year (it shall be open in November 1867).

NUMBER of Vessels belonging to the Port of Brest in 1866.

Sailing Vessels.	No.	Total Tonnage.	Steamers.	No.	Horse Power.
From 200 to 300 tons	3	800	From 60 to 100 tons..	4	250
100 200 „	8	1,111	30 60 „ ..	3	90
60 100 „	20	1,520	Less than 30 „ ..	1	10
30 60 „	10	450			
20 30 „	17	405	Total	8	350
10 20 „	34	494			
Less than 10 „	107	690			
Total	199	5,470			

3. *Supply of the Interior of the Department.*—Mostly the same articles as for the town. About more than one-half of the supply of the interior of the Department comes through Brest, the remainder through Morlaix, Landerneau, Port-Launay, Pont l'Abbé, and small other ports in the Finistère, and overland by railroad.

Some cargoes of jute have been imported from England for the flax-spinning establishment at Landerneau.

Coals for smithies are all from England, and nearly all from Wales, and are brought both by French and English coasters.

BRITISH Coals Imported into the Department of Finistère, including those brought into Brest.

Years.	Quantity.	Remarks.
	Tons.	
1866	35,500	Brought by English
1865	30,600	and French vessels.

No market prices of goods can be quoted.

When any speculator sends goods on a venture to Brest, a combination of the merchants makes it a ruinous concern. The produce of some cargoes of coals sent here on speculation are generally scarcely sufficient to pay the freight.

There are two banks in Brest—a branch of the Bank of France, which is established since about six years, and a Joint Stock Bank, instituted since the year 1853.

These institutions are of great benefit to the merchants, traders, and contractors of public works.

During the year the rate of discount varied from four to six per cent. The rate of exchange with England follows the Paris quotations, adding or deducting commission and expenses on sale or purchase of bills. In charter-parties and other commercial written contracts the rate of exchange is generally stipulated at the current rate of exchange, sometimes the exchange is stipulated at 25 francs; and when no rate of exchange is specified the currency of the day is agreed.

Bills on England are got at the currency of the day at 60 days' date, and in common time they can be discounted at the rate of six per cent. a-year.

It has been already stated that about one-half of the supplies of the department are imported through the ports of Morlaix, Landerneau, Chateaulin, &c.

It is through the same ports that the following products and manufactures of the department are exported partly to England, but the greatest part to the other ports of France, or by railroad.

Grain, such as wheat, oats, barley, buckwheat, rapeseed, flour, potatoes, cattle, horses, salt pork, butter, vegetables, fruit, sardines, pilchards, and shell-fish, tanned hides, paper, sail-cloth, bagging, linen, flax and hemp thread, stearine and tallow, candles, soap, earthenware, chemical products, kelp, &c.

The small harbours of l'Abrewrac'h, Camaret, and Concarneau, from the beginning of the spring to the end of the summer season, receive weekly about an English ship, which load lobsters for England; some Belgian vessels are coming too from Belgium on the same purpose.

In the Finistère, and especially in the department of Morbihan, there are great many manufactories for preserves of sardines, and a great part of which are exported to England. The departments of Finistère and Morbihan are with that one of the Loire Inférieure, nearly the sole in France where such preserves are manufactured.

Agriculture.

The agricultural products of Finistère are cereals, roots, potatoes, flax and hemp, cattle and horses. In all the department, wheat, barley, oats, and potatoes are largely cultivated. It is the same in the neighbouring department of the Côtes du Nord, which export large quantities of grain, flour, and potatoes either to England or to France, but now mostly by railroad, the exports by sea for inland having fallen off much, in consequence of the opening of the railway, which takes most of the produces.

Many cargoes of potatoes are yearly loaded in Pont l'Abbé (small town at about 50 miles from Brest) for England, on board of French and English vessels. The crop was pretty good, and no disease; the price was about 2*l.* a ton, and the freight for England (South Wales) from 8*s.* to 10*s.*

The culture of rapeseed is increasing in the department. Buckwheat is cultivated on a large scale, some cargoes are exported to Hol-

land. Much flax is grown, and little hemp, but not sufficient for home consumption. Cattle are reared in the interior, where are more pasture grounds. A large quantity of butter is made throughout the department, and many thousand tons of salt butter are exported from Morlaix and Chateaulin. The sheep are not very abundant, and nearly sufficient for the supply of the inhabitants. They are generally small. Pigs are reared in great number, both for exportation and home consumption. The breed has been much improved by importations from England. There is a considerable exportation from Morlaix of pickled pork, which is well prepared and of a good preservation. The oxen are generally rather small, and their weight does not exceed from five to nine cwt. Those slaughtered for town consumption seldom exceed five or six cwt.

The departments of Finistère and Côtes du Nord are most important for breeding of horses, and great numbers are exported by railroad or by sea. It is exported from Brest to Bordeaux, certain quantities every week by steamers running between the two towns. There are many large and numerous markets in the year in the two departments for the sale of horses. Stallions are stationed at Government studs throughout the three departments, and prizes are awarded by the Agricultural Societies.

A Cavalry officer is stationed at Guimgamp Town, in the department of the Côtes du Nord, from where he goes periodically through the country to purchase horses for Government service.

The roots mostly cultivated for cattle and horses are parsnips, beet-roots, turnips, turnip-cabbages, mangel-wurzel. Not far from Morlaix lies Roscoff, a small town where early vegetables are largely cultivated for the markets of Paris and some other large towns. Many cargoes of onions are exported thence to England.

Population and Industries.

Population of Finistere.

Brest	City	.. 70,000	100,000
	Floating Population	.. 10,000*	
	Suberbs	.. 20,000	
Remainder of the Department		.. ..	527,504
Total	.. .. ..		627,504

The two lead and silver mines of Poullaouen and Huelgoat have been entirely given up.

At Conquet, small seaport 16 miles from Brest, there is a very large manufacture (one of the most important in France) of chemical substances from Kelp, of which great quantities are made from marine plants on the islands rocky, and along the shores of Brittany.

Two other manufactories of the same kind exist in the department, one at Pont l'Abbé, 50 miles to the southward of Brest, and the other at Portsall, 21 miles to the northward, both small seaports on the coast of Brittany.

At Landerneau, 15 miles inland from Brest, on the river called Elorn, which runs about east from Brest Bay, and is navigable for vessels of 12 feet draught of water, there is a flax spinning and weaving establishment, worked by water wheels and steam engines. It manufactures sail cloth, linens, bagging, and thread. It employs indoors and at workshops in the neighbourhood about 2,500 workpeople, of whom 1,100 are Scotch; the conductors and superintendents are also Scotch.

There is another manufactory of the same kind near Morlaix, but not so important.

* Soldiers and Sailors.

Several paper mills are worked on the rivers and streams of Finistère.

There are a great number of flour mills in the department, the greatest part of them worked by water.

At Morlaix there is a Government tobacco manufactory where about 200 or 300 men are employed, and about 1,000 women, the latter for the making out of cigars. Steam engines are employed in the manufactory.

Public Works.

The cross roads are improving, and especially all those being in connection with the railroad stations, or neighbouring them. The opening of the railroad from Paris to Brest gives more activity and life to the town.

The railroad of Orleans, by means of which Brest shall be in communication with the south of France, must be open in November next year, 1867.

The canal from Nantes to Châteaulin, leading into the roads of Brest, is navigable the whole way, and allows to bring manures for agriculture from inland at a very moderate price.

The works of commercial harbour, Port Napoléon, which was, as it has been already stated, momentarily stopped, must be resumed in spring of next year, but such as it is there is sufficient room for ships coming to Brest.

The electric telegraph works throughout the department, and is in communication with all the small sea ports of the coast.

Ushant communicates with the continent by a submarine cable.

It is question to establish a submarine cable between America and Brest.

Brest, September 12, 1867.

GREECE.

ZANTE.

Report by Consul the Hon. B. Wodehouse on the Trade and Commerce of Zante during the Year 1866.

Currants.—The total yield of currants for the year 1866 may be estimated at 5,642 tons against 5,580 tons in 1865, which, with 231 tons of the crop of 1865, which remained unsold at the end of the year, make a total of 5,873 tons, which was shipped as follows :—

	Sound.	Damaged by Rain.	Total.
	Tons.	Tons.	Tons.
England	1,112	556	1,668
Hamburg	423	415	838
Holland	238	456	694
Belgium	406	731	1,137
Austria	..	28	28
Turkey	$\frac{7}{20}$	..	$\frac{7}{20}$
Russia	$\frac{2}{20}$	..	$\frac{2}{20}$
Italy..	$\frac{1}{20}$	..	$\frac{1}{20}$
Total	..	..	4,365½
Left on hand on the 31st December 1866			1,507½
Total			5,873

Morea Currants.—2,180 tons against 988 tons in 1865, which were shipped as follows :—

Country.	Quantity.
	Tons.
England	1,395½
Holland	228¾
Hamburg	13¼
Austria	143
America	218½
Total	2,099
Left on hand on the 31st December 1866	144
Total	2,243*

* Including 63 tons unsold at the end of 1865.

Prices : Sound Zante fruit from 18 dollars, or 78*s.*, to 29 dollars, or 125*s.* 8*d.* per 1,000 lbs. ; damaged by the rains, from 16 dollars, or 69*s.* 4*d.*, to 22 dollars, or 95*s.* 4*d.* per 1,000 lbs. ; Morea fruit, from 17 dollars, or 73*s.* 8*d.*, to 27 dollars, or 117*s.* per 1,000 lbs.

The expenses of currants, free on board, amount to about 45*s.* per ton, and the export duty 19½ per cent. *ad valorem* for the Zante fruit, whereas that from the Morea pays a fixed duty of 11 drachmas 50 leptá, or 8*s.* 3¾*d.* per 1,000 lb.

Freights by sailing vessels to Great Britain from 25*s.* to 45*s.* per ton and 10 per cent. per ton net ; steamers, from 35*s.* to 50*s.* to London, and from 25*s.* to 35*s.* to Liverpool, and 10 per cent. per ton gross ; for the

Continent, by sailing vessels, from 40*s.* to 50*s.*, and 10 per cent. per ton net; for America, 57*s.* 6*d.*, and 10 per cent. per ton net.

Sulphur.—Imported 24,817 cwt. in lumps—import value, 4,316*l.*—which, after being pulverized, was sold, that from Romagna at 19 dollars, or 82*s.* 4*d.* per 1,000 lbs., and that from Sicily at 18 dollars, or 78*s.* per 1,000 lbs. It is liable to an import duty of 3½*d.* per cwt., and 2 per cent. to the municipal funds on the amount of import duty.

Olive Oil.—The crop for the year 1866 may be estimated at 35,000 barrels, or 2,187½ tuns, against 17,800 barrels, or 1,113 tuns, in 1865.

	Barrels.
Left on hand on the 31st December, 1865 ..	16,904
Crop of the year 1866	35,000
Total	51,904

Country.	Quantity.
	Barrels.
Exported to England	1,531
,, Austria	564
,, Turkey	93
Local Consumption	9,000
Soap Factories	7,000
	18,188
Unsold	33,716
Total	51,904

The expenses, free on board, are about 85*s.* per ton, and 19½ per cent. export duty *ad valorem*. The price varied from 12 dollars, or 50*s.*, to 12½ dollars, or 51*s.* 1*d.*, per barrel, of 16 gallons.

Coals.—840 tons have been imported during the year 1866, which were sold as steam coal at from 37*s.* 6*d.* to 42*s.* per ton.

Corn Imported during the Year 1866.

Whence Imported.	Bushels.	Value.			
		Currency.	Value.		
		Drachmas.	£	*s.*	*d.*
Austria	15	120	4	6	8
Danubian Principalities ..	30,212	248,862	8,853	11	4
Russia	177,406	1,379,708	49,041	1	0
Turkey	85,235	667,346	23,732	1	0
Total	292,868	2,296,036	81,631	0	0

Against 305,566 bushels, of the import value of 73,729*l.*, in the year 1865.

Average Prices per Bushel in Zante during the Year 1866.

	s.	*d.*
Taganrog	6	6
Ismail	5	6
Galatz	5	2
Cornovi	4	9

Rice imported during the Year 1866.

Whence Imported.	Quantity.	Value.	
		Currency.	Sterling.
	lbs.	Drachmas.	£ s.
Austria	272,566	33,109	1,177 8
Italy	181,729	48,503	1,724 12
Total	454,295	81,612	2,902 0

Against 621,135 lbs., of the import value of 3,516*l.*, in 1865.

Imports.

Leading Articles Imported during the Year 1866.

Names of Articles.		Quantity.	Value.
			£
Cereals	bushels	292,868	81,631
Flour	lbs.	24,380	454
Codfish	„	535,225	5,120
Coals	tons	839½	1,706
Rice	lbs.	454,295	2,902
Tobacco	„	15,428	784
Hides, dressed	„	3,653	686
Ditto, undressed	„	7,565	69
Cheese	„	4,865	96
Lead, unwrought	„	1,143	12
Ditto, wrought	„	23,107	296
Steel, ditto	„	574	70
Ditto, unwrought	„	4,219	27
Cordage	cwts.	454	638
Coffee	lbs.	194,538	6,073
Sugar	„	362,284	5,935
Pulse	„	139,897	542
Sulphur	cwts.	24,817	4,316
Hardware	value	..	1,648
Glass	cwts.	331	508
Earthenware	„	338	385
Fire-arms	pieces	514	287
Timber, building	„	126,964	4,637
Ditto, shipbuilding	„	99	25
Cotton Twist	lbs.	59,457	3,557
Wines	barrels.	184	954
Barrel Staves	pieces	1,465,838	4,167
Hoops, wooden	bundles	11,927	1,103
Ditto, iron	cwts.	1,438	1,511
Salted and dried Fish ..	lbs.	501,858	6,406
Silken Manufactures	„	658	265
Cotton ditto	„	148,673	15,170
Woollen ditto	„	35,191	6,073
Linen ditto	„	6,092	970
Miscellaneous	value	..	15,940
Total		..	174,963

COUNTRIES from which Imported.

Country.	Value.			
	Currency.	Sterling.		
	Drachmas.	£	s.	d.
Great Britain	1,161,016	41,287	18	6
France	51,367	1,826	14	4
Austria	763,972	27,168	6	5
Russia	1,423,932	50,637	14	2
Turkey	736,969	26,208	0	5
Danubian Principalities	249,826	8,884	13	0
Italy..	386,890	13,758	12	8
America	144,092	5,124	3	0
Holland	1,880	66	17	6
Total	4,919,945	174,963	0	0

Against 188,594*l.* in the year 1865.

Exports.

LEADING Articles of Export during the Year 1866.

Names of Articles.	Quantity.	Sterling.
	Drachmas.	£
Currants .. .. .. tons	6,464	73,930
Olive Oil .. .. .. „	148¾	7,177
Wines .. .. .. brls.	363	331
Soap.. .. .. .. cwts.	64,233	2,284
Cheese .. .. .. „	17,712	629
Honey .. .. .. „	10,452	372
Miscellaneous	..	2,769
Total	..	87,492

SENT to the following Countries.

Nationality.	Value.			
	Currency.	Value.		
	Drachmas.	£	s.	d.
Great Britain	1,210,601	43,051	5	0
Austria	197,397	7,020	0	0
Turkey	73,321	2,607	9	0
Russia	41	1	9	0
Holland	884,068	31,439	3	0
Italy	26,390	938	9	8
America	68,460	2,433	4	4
Total	2,460,278	87,492	0	0

Against 126,305*l.* in 1865.

The above shows a falling off in both imports and exports. The former may, in some measure, be attributed to the high duties, and both to the disturbed state of Greece and the insecurity of property in this island.

The Anglo-Ionian Company built their steamers for the purpose of carrying on a trade between London, Malta, the Ionian Islands, and

Patras. Previous to the union they came out with full cargoes, and did a good business; they now go to Alexandria, as no freight is to be had for these ports.

Exchange on London for three months' bills varied from 50½*d.* to 53*d.* per dollar.

Shipping.—British and Foreign Vessels which Entered and Cleared during the Year 1866.

ENTERED.

Nationality.	Vessels.	Tons.	Crews.
British Sailing Vessels	42	6,038	279
„ Steamers	16	10,529	406
Greek Sailing Vessels	692	56,750	4,552
„ Steamers	154	84,154	5,350
Austrian Sailing Vessels ..	41	5,406	236
„ Steamers	101	78,992	3,744
Italian Sailing Vessels	48	5,229	406
French „	5	826	69
Swedish „	1	365	14
Norwegian „	1	190	10
Dutch „	3	460	18
Hamburg „	1	150	7
Ottoman „	20	1,836	164
Russian „	3	652	34
Prussian „	2	283	17
otal	1,130	251,860	15,306

The above includes the Austrian steamers running between Trieste, Constantinople, &c., and the Greek boats plying between Athens, and the other Greek ports.

CLEARED.

Nationality.	Vessels.	Tons.	Crews.
British Sailing Vessels	40	5,785	260
„ Steamers..	16	10,529	408
Greek Sailing Vessels	679	55,296	4,513
„ Steamers	154	84,154	5,300
Austrian Sailing Vessels ..	42	5,562	247
„ Steamers	101	78,992	3,744
Italian Sailing Vessels	47	5,175	399
French „	5	826	69
Swedish „	1	365	14
Norwegian „	1	190	10
Dutch „	2	298	12
Hamburg „	1	150	7
Ottoman „	20	1,836	159
Russian „	3	652	34
Prussian „	2	283	12
Total	1,114	250,093	15,191

DIRECT Trade in the British Vessels from and to Great Britain and British Colonies.

ENTERED.

Number of Vessels.			Tonnage.			Number of Crews.
With Ballast.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.	
2	1	3	325	206	531	23
CLEARED.						
14	..	14	4,093	..	4,093	206

INDIRECT or Carrying Trade in British Vessels from and to other Countries.

Countries whence Arrived.	ENTERED.						
	Number of Vessels.			Tonnage.			Number of Crews.
	With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.	
Turkey	3	..	3	1,645	..	1,645	76
Italy	..	11	11	..	1,687	1,687	82
Greece	21	15	36	9,107	3,046	12,153	467
America	2	..	2	211	..	211	19
Spain	2	1	3	199	141	340	18
Total	28	27	55	11,162	4,874	16,036	662
	CLEARED.						
Turkey	1	4	5	712	1,257	1,969	39
America	1	..	1	188	..	188	7
France	1	..	1	414	..	414	23
Italy	..	2	2	..	391	391	15
Greece	19	6	25	7,437	646	8,083	320
Holland	2	..	2	321	..	321	15
Belgium	6	..	6	855	..	855	46
Total	30	12	42	9,927	2,294	12,221	465

Outside the harbour, vessels may be anchored at the discretion of the masters; but if they mean to take free pratique, a boat must be sent to the Sanitá and produce their bill of health.

Ballast must not be thrown overboard in harbour, under a penalty of from 100 drachmas, or 72*s.* 3*d.*, to 200 drachmas, or 144*s.* 6*d.*; and the harbour-master has the power of bringing the offender before the tribunals, which may sentence him to imprisonment.

Port and Sanitary Dues.—Vessels arriving from abroad, and making no operation, are exempt from port fees, but pay 1 leptá per ton to the Sanitá. If, however, they remain in port more than 8 days, they are required to pay 5 leptá per ton, and 2 leptá to the Sanitá.

Vessels with cargoes, which leave in ballast, and *vice versâ*, pay 10 leptá per ton; and those which discharge a cargo and leave laden, 15 leptá per ton, and 2 leptá to the Sanitá.

Vessels arriving from any part of Greece pay half the above port dues, and 2 leptá per ton to the Sanitá.

Light Dues.—3 leptá per ton, except those vessels which remain in port less than 8 days in ballast, or without discharging cargo.

Boats of less than 5 tons do not pay port and light dues.

Ballast.—Gravel and sand may be obtained gratis, which can be brought alongside, the former at an expense of about 1*s.* 10*d.*, and the latter 1*s.* 6*d.* per ton.

Pitch Springs and Petroleum Company,—This Company, which commenced operations in May 1865, has been proceeding very slowly. At this time last year they had sunk two shafts of the respective depths of 214 and 175 feet. During the year the former has been increased 74 feet, and the latter 10 feet, so that the total twelve months' work is represented by 84 feet. The operations were suspended at No. 2 well, when at a depth of 180 feet, some malicious persons having filled it with stones. The other, as before stated, has reached a depth of 280 feet.

In October a steam-engine of six horse power, and four engineers, arrived from England. It was expected that with this machine very rapid boring might be effected, but in this respect it turned out a failure, and has been used for pumping only. The four engineers were soon after sent home.

There are at present employed an Englishman, as engineer and manager, at 200*l.* per annum; an Italian, as foreman, at 3*s.* per day; and from 8 to 10 labourers at 2*s.* per diem.

Twenty-four tons of tar are ready for shipment, but as it has been found not to dry, even when mixed with mineral pitch, it is almost worthless as an article of commerce. However, it seems the intention to send it to Marseilles, with the object of having it distilled. It is said to contain about 50 per cent. of petroleum.

As yet the wells have produced nothing to place against the heavy outlay already incurred; and should petroleum be ultimately reached, the Company will be immediately involved in lawsuits. There is already one case before the Court of Appeal at Patras, which had been given against them by the tribunals in this island. It disputes the right of the Company to occupy the ground, or to sink the well at which they are at present working.

Zante, July 3, 1867.

PERSIA.

GHILAN.

Report by Mr. Acting-Consul Henry H. Ongley on the Trade and Commerce of Ghilan for the Year 1866.

Trade and Commerce.

The continuance of the silkworm's malady with undiminished violence, and, consequently, the almost total failure of the silk crop—the staple produce of this province—has naturally tended to increase the commercial and agricultural distress.

The following Table of the amounts of silk raised and exported in the last three years will show the extent of the injury inflicted on the trade of Ghilan by the prevailing malady :—

	Amount of Silk Exported.	Value in Sterling.	Knubs and Husks Exported.	Value in Sterling.	Total Value Exported each Year.
	lbs.	£	lbs.	£	£
1864	1,230,450	937,481	799,500	121,829	1,059,310
1865	688,564	554,727	403,704	87,450	642,177
1866	291,213	259,275	234,015	47,010	306,285

Silk is the only commodity of value the Persians have to offer in exchange for manufactures imported from Europe for the supply of the northern provinces of Persia. The imports, therefore, both here and at Tabreez, the entrepôt of British manufactures for the north of Persia, have decreased in proportion to the diminution of the crop.

It will be seen by reference to the return of the imports, that the value of British manufactures imported into Resht during the year is much less than that of 1865, viz., goods imported in 1865 were valued at 37,920*l.* ; in 1866, 86,950*l.*, showing a diminution in 1866 of 49,030*l.*

Exports and Imports.

The total value of the exports and imports to and from foreign countries amounted during the year to the collective sum of 443,944*l.*, of which goods valued at 331,936*l.* were exported, and 112,048*l.* imported.

The following Tables will show the respective values of the different items :—

Exports.

Articles.	Value.	Remarks.
	£	
Raw Silk	247,185	To Great Britain, France, India, Russia, and Turkey.
Knubs and Husks ..	47,010	
Cocoons	894	
Timber	17,510	To Russia.
Sturgeon, cured	9,830	Ditto.
Caviar	6,112	Ditto.
Isinglass	2,630	Ditto.
Gelatine	765	Ditto.
Total	331,936	

Imports.

Articles.	Value.	Remarks.
	£	
Iron in bars	4,722	From Russia.
Copper	3,900	Ditto.
Nails	750	Ditto.
Steel	235	Ditto.
Earthenware	2,130	Ditto.
Hardware	665	Ditto.
Sugar, loaf	27,350	From France, *viâ* Tiflis.
Cotton twist	432	From Russia.
Window glass	778	Ditto.
Cloth	680	Ditto.
Printed calicoes	430	Ditto.
Linen	2,135	Ditto.
Canvas	1,244	Ditto.
Naptha	8,522	Ditto.
Saffron	980	Ditto.
Barley	1,436	Ditto.
Flour	2,895	Ditto.
Tea	4,500	From Bombay, *viâ* Bushire.
Silks	4,617	„ France, *viâ* Tabreez.
Manufactures	37,920	Manchester goods *viâ* Tabreez.
Sundries	5,727	
Total	112,048	

Current Prices.—The most important item in the preceeding list of imports affecting Great Britain is that of manufactures.

The subjoined Table gives their description and current price in the market :—

Articles.	Number or Weight in English lbs.	Price per Arshine. Currency.		Value.	
		Ker.	Shah.	*s.*	*d.*
White mulls	..	0	10	0	5
Victoria lawns	..	0	15	0	7½
Cambrics	..	1	12	1	4
Shirtings	..	1	12	1	4
„	1	1	4	1	0
„	8	0	18	0	9
White shirtings	10	0	18	0	9
Long cloths	..	0	12	0	6
Madr. French chintz ..	..	1	12	1	4
„ „ blue..	..	1	2	0	11
Swiss print	..	1	0	0	10
Turkey, red and white ..	..	1	15	1	5½
2/c pinks	..	1	0	0	10
3/c madders	..	0	16	0	8
T cloths	7½	1	8	1	2
„	6⅓	1	5	1	0½
„	6¼	1	2	1	11

Home Trade Exports and Imports.

The export and import trade with the different provinces in Persia amounted, during the year, to the collective sum of 108,487*l.*, that is, 37,907*l.* exported, and 76,580*l.* imported.

The respective values of the different items are as follows :—

Exports.

	£
Raw silk	12,090
Silk manufactures	5,496
Silk embroidery	2,342
Rice	10,831
Fish, cured	4,270
Olive oil	1,433
Soap	966
Sundries	479
Total	37,907

Imports.

	£
Cotton manufactures	5,412
Silk „	7,220
Woollen „	5,676
Leather	4,103
Shawls	5,680
Opium	3,937
Henna	3,915
Tombakou	12,132
Cotton, raw	4,112
Sugar, not refined	8,846
Drugs and spice	4,237
Sundries	5,310
Total	70,580

The two most important articles in the above list of imports are those of Tombakou, or tobacco smoked in the Persian narghile, and sugar. The former is the produce of Shiraz, and the latter of Ispahan.

Silk.—The only cheering event in the general gloomy state of affairs was the great success which attended the efforts of two European firms in their endeavours to improve the productions. Some eggs imported by them direct from Japan not only gave brilliant returns both as to quantity and quality, but, what is considered of much more importance, their reproductions, hatched from eggs laid in the country, appear to be quite as healthy as the worms reared from the eggs imported direct from abroad, thus proving that they had in no way deteriorated and that they were quite free from the malady prevalent among the worms indigenous to the province.

These Japanese worms and some others, the produce of a small quantity of eggs imported from Sebzevar, a town of Khorasan, are the only species which have given any silk during the season which is now about to terminate.

Had the Government encouraged the importation of these silkworms' eggs in sufficient quantities for the wants of the province, the general distress now prevailing would have been greatly mitigated, if not altogether warded off.

The prices of raw silk ranged during the year from 22 to 33 tumans per maun shah.

The price of knubs and husks averaged 6½ tumans per maun shah.

Agriculture.—Although the soil of Ghilan, an alluvial formation of rich and deep beds of gravel, is very suitable to the cultivation of cotton, this branch of agriculture is little regarded by the natives, and cotton does not as yet figure in the list of the productions of this province.

Such is not the case, however, in the provinces of Mazanderan and Astrabad, whence, in round numbers, 6,300,000 lbs. of cotton were exported to Russia, namely, from Mesdedee-Shir (Mazanderan), 2,700,000 lbs.; from Gez (Astrabad), 3,600,000 lbs., making a total of 6,300,000 lbs.

It is an inferior article of short staple and would not suit the Manchester market. If good seed were introduced into those countries there is no reason why a superior quality of cotton should not be produced. The price averaged 2 tumans 6 kerans per poud.

The cultivation of rice and the mulberry tree, which forms the principal agriculture of Ghilan, is carried on in a most slovenly manner, consistent with the lazy and indolent habits of the peasantry.

The system of irrigation is so wasteful and bad that not only the rice plantations but also the roads are laid under water and thereby rendered impassable.

Enough rice is only cultivated sufficient for the wants of the inhabitants. The culture might be twentyfold increased, but the landowners and peasants have no inducement to greater exertion on account of the want of means of communication to transport the surplus to other markets.

The best fruit trees are indigenous to Ghilan, but they are suffered to grow without any care being taken of them, consequently the fruit they give is miserable and good for nothing.

The vine flourishes in a wild state in the dense forests, and if proper attention were given to its culture excellent grapes might be obtained.

In the districts of Roud-bar and Mendjil there are extensive plantations of fine olive trees, capable of yielding large quantities of first-rate oil under a better system of management than the one at present in vogue. I need hardly mention there are no proper machines

for expressing this oil, which is turbid and discoloured. It is manufactured into a bad soap, and is, indeed, fit for no other purpose.

Shipping and Navigation.

The mercantile steam navy in the Caspian Sea has had during the year an addition of four new screw steamers. It now numbers 14 vessels, measuring 3,430 tons, and propelled by engines of 970 horse-power (nominal).

The following list shows the tonnage and horse-power of each boat :—

Name of Vessel.	Tons.	Power.	Remarks.
Grand Duke Constantine..	110	120	Paddle mail boats built by Samuda ; engines by Penn and Sons.
Prince Bariabinsky ..	110	120	
Grand Duke Michael ..	110	100	Screw mail boats, Swedish built.
Volga	400	70	Built in Newcastle.
Kama	400	70	Ditto.
Tamara	300	70	Built in Sweden.
Caspia	300	70	Ditto.
Shah	300	70	Ditto.
Turcoman	300	70	Ditto.
Armenian	300	70	Ditto.
Prince Gortchakoff ..	150	25	Built in Newcastle.
Milutin	150	25	Ditto.
Russia	250	45	Ditto.
Ivan	250	45	Ditto.
Total	3,430	970	

Twelve of these boats belong to the Mercury and Caucasus Company, and the two last to a company lately established at Astrakhan. The competition between them has had a very beneficial effect, the rates of freight being fully 25 per cent. lower than they were when the former company monopolised the carrying trade between the ports of the Caspian.

The Mercury and Caucasus Company receives from the Russian Government, one of its largest shareholders, an annual postal subsidy of 300,000 silver roubles, equivalent to 47,500*l*. For this sum the company has undertaken to transport troops and military stores at a low rate of freight, and to run a fortnightly mail boat during the period the navigation of the Volga is open from Astrakhan to Gez, the port of Astrabad, calling at the intermediate ports of Petrovski, Derbend, Bakou, Leukoran, Astara, Enzelli, and Meshedee-Shir. The steamer calls at the same ports on the return voyage. The first mail boat of the season generally leaves Astrakhan on the 15th April, and the last on the 15th October. Besides this boat another weekly steamer goes exactly the same round for cargo. During the winter only one boat a month plies between Baku and Gez.

Minerals.—A very fair description of coal and rich veins of iron and copper exist in the neighbourhoods of Mendjil and Moussala, but no attempt has ever been made to take advantage of these riches, which might become a source of incalculable wealth to the Persian Government.

Public Works.—None exist, if about 20 miles of tolerable road to Tehran, and a lighthouse at Enzelli with a very fine light be expected.

Banks.—A bank does not exist in Resht, such an establishment would be the greatest boon that could be conferred upon the population. It would bring buried money into circulation, thus increase the actual

capital and lower the usurious rates of interest which now range from 25 to 40 per cent., with ample security ; but as to the possibility of the existence of such an establishment there are grave doubts. The merchants of the place and the authorities are ignorant of the first principles of commercial obligations, contracts, &c., and the unhealthy tone which pervades all commercial and financial transactions are in the highest degree antagonistical to every honest trader or commercial establishment.

Weights and Measures.—The English equivalents of the weights and measures employed in this report are as follows:—

1 Maun Shah	.. ..	=12·45 pounds avoirdupois.
1 Poud	.. .. ..	36·4 „ „
1 Arshine	.. .. ..	39·3 inches.

The rate of exchange used throughout the report for the conversion of Persian into English money, has been that of 24 kerans per pound sterling.

In conclusion, it may be said that Ghilan, formerly the richest and most prosperous province in Persia, has been brought to the verge of ruin, and if the Government do not take the necessary steps to combat the prevailing evil the province is likely to sink into such a state of poverty and misery that years will probably elapse before it will be able to attain to its former prosperity. Indeed, such are the straits to which the inhabitants have already been reduced that the Government has succeeded, with the greatest difficulty, in enforcing the payment of a portion of the taxes for 1866. Many of the landed proprietors have been obliged to sell their household furniture and jewelry to raise money wherewith to satisfy the demands of the tax-gatherer.

Resht, July 10, 1867.

TEHRAN.

Report by Mr. W. J. Dickson on the Trade and Commerce of Tehran for the Year 1866.

The trade of Tehran for the past year has been similarly unsatisfactory to that of Tabreez and Resht.

The failure of the silk crop in Ghilan has been a great disaster to Persia; and unless prompt measures, which do not seem at present to be contemplated, are taken for restoring the culture of silk, European commerce in this country, as well as an important source of Persian revenue, will yet suffer considerably.

Statistics are not to be obtained from the Custom-house except by bribery; but, judging by the information given to me by respectable merchants, the trade of Tehran has been for some months past comparatively in a state of stagnation. Sales were effected with much difficulty, and there has been a great scarcity of money.

Notwithstanding the prohibition against their export, Persian gold coins are scarcely to be seen, and the silver currency has undergone such depreciation that no further reliance can be placed upon its intrinsic value, and it is therefore unfit for remittance to Europe. Some machinery purchased in France for remodelling the Persian currency has, since its arrival at Resht, remained there embedded in the mud, those concerned in the matter protesting that, owing to its weight and bulk, it cannot be transported. The truth, however, appears to be that the Mint authorities find that it suits their purpose better to continue their present system of issuing an uncertain coinage whereby they are said to make large profits.

The factory near Tehran for spinning cotton has been lately repaired under the managament of two able English machinists, and is again in operation. But the chief of the establishment has told me that if it pay its expenses it will be all that is expected. Raw cotton is brought to it from Isfahan, whither, after being spun, it is re-transmitted and sold to the weavers. It would seem that it might answer better were weaving establishments set up at Tehran and the expense of re-transport to Isfahan saved. The chief of the factory said that he had thought of such a plan and would try to carry it out.

With the above exception nothing has been done by the Persian Government for the development of commerce, agriculture, or industry in this country. The scheme of establishing a bank seems to have been for the present abandoned; so has that of making a railway to the Shrine of Shahabdulazeem as a trial. The road to Mazanderan is not yet completed, but the Austrian officer charged with its construction hopes it will be open in a few months.

No reports on trade have this year reached from the south of Persia, nor from Khorassan.

The agent at Isfahan states that since last January only a small quantity of cotton has been exported to Russia, and none to India. Prices are consequently declining. The state of the tobacco market there is also dull; but opium seems to be in good demand, and it was expected that about 10,000 shah mauns (130,000 lbs.), or three times the usual quantity, will be exported this season to China.

At Asterabad merchants complain that their adventures in silk to

Constantinople have this year left them a loss of 10 to 14 per cent. The present season's silk crop in that province, and in Mazanderan, had not yet been ascertained. Cotton was declining in price owing to extensive arrivals from Bokhara. This product is chiefly sent to Russia and converted into Moscow manufactures, which have greatly improved of late both in texture and colour. The demand for them in the Caspian provinces and amongst the Toorkemans is steadily increasing.

Gulbek, July 18, 1867.

PERU.

ARICA.

Report of Mr. Vice-Consul G. H. Nugent on the Trade and Commerce of Arica for the Year 1866.

The port of Arica, in the Republic of Peru (population about 4,000) situated in latitude 18° 28′ south, longitude 73° 24′ west, is, from its geographical position, the natural outlet for the northern provinces of Bolivia, and derives its principal importance from the trade with that republic. By a mistake of the Liberator Bolivar, when the South American Colonies of Spain secured their independence, it was considered a part of the Repulic of Peru. This unfortunate division of territory has not only been the cause of constant ill feeling between the sister republics, but has, to a great extent, prevented the development of the great mineral resources of Bolivia, and has stopped the growth of Arica, which, from the advantages of its natural position, a fine bay, a good anchorage, an abundant supply of water, and a fertile valley in its vicinity capable of supplying the wants of the province, had it been the principal sea port of a republic, would have become a formidable rival to Callao and Valparaiso. The town is healthy; formerly there was a great deal of fever and ague, but with improved drainage the disease, in its malignant form, has entirely disappeared. The climate is equable. The thermometer ranging from 84° to 58° Fahrenheit in the shade.

Until the 1st of June, 1865, Peru allowed the free transit through her territory of all Bolivian produce and foreign goods intended for the consumption of Bolivia; but on that date a treaty between the two governments came in force, in virtue of which Peru levies duties on all foreign goods intended for Bolivia, and in consideration thereof pays Bolivia an annual subvention of 450,000 dollars. Bolivian produce is free from export duty in Arica, and no duties are levied in Bolivia on merchandize imported from Peru, whether Peruvian or foreign.

The principal road from Arica to Bolivia is by a railroad to the town of Tacna, a distance of 40 miles, and an altitude of 2000 feet. From thence, by a mule road over the Cordillera, which is crossed 45 miles from Tacna, at a pass called Tacoroi 14,700 feet above the level of the sea, free from snow, and transitable at all seasons of the year. From this pass a descent is made, east, of about 1,000 feet, to the great plateau that, reaching to the eastern range of the Andes, forms Bolivia. Professor Forbes has described at some length this interesting section of country in a work published in 1862. The traffic between Tacna and Bolivia is carried on by mules and asses, and also to a considerable extent by the native llamas, which carry burdens of 100 lbs., and travel ten miles daily.

No strict record has ever been kept of the imports through Arica, but their total value is estimated at 6,000,000 dollars, or about 900,000*l.* sterling per annum, from the following sources of supply:—

	£
From Great Britain, in Cotton, Woollen and Linen Manufactures, Iron, Malt Liquors, Hardware, Earthenware, &c., &c., imported from Liverpool direct, and viâ Valparaiso and Callao	535,000
From France, in Cloth, Cassimeres Shawls, Printed Cotton and Woollen Stuffs, Silks, Boots and Shoes, Gloves, Earthenware, Wines and Spirits, Small Wares, and Parisian Wares	200,000
From Germany, in Cotton Trouserings, Shawls, Candles, Steel, Hardware, Small Wares, Fire Wood, and Glass Wares ..	50,000
From the United States, in Furniture, Staves, Petroleum, Oil, Lamps, Lumber, and Rough Goods generally	25,000
From Chile, in Flour, Wheat, Woods, Dried Fruits, and General Agricultural Produce and Coals	100,000
Total	£910,000

A few remarks with reference to certain articles of import may not be uninteresting, as showing in some trades that either English manufacturers are falling behind, or that their continental competitors have advanced considerably.

English cloths and kerseymeres, formerly largely consumed, are completely superseded by the German and French manufactures.

English candles cannot compete in price, quality being equal, with those from Germany.

French earthenware, in point of cheapness, durability, and beauty, is far superseding English. English tanned and dressed leather cannot be introduced to compete either in price or quality with French and German; and English glassware is quite driven from the market by continental makes.

The above observations are given by a leading British merchant and importer, as the undoubted result of his long experience and of repeated trials made of the goods remarked on from all countries, and may be useful as indicating that British producers have not kept pace with their competitors in adopting improved modes of manufacture.

The exports of Arica are of great importance, as will be seen by the following approximate note of annual shipments:—

	$
Copper Barrilla, about 4,000 tons, value from $16 to $18 per quintal	1,584,000
Tin Barrilla, about 450 tons, value on board $14 per quintal ..	140,000
Bars, Tin, 320 tons, at $24 per quintal	168,000
Alpaca Wool, 600,000 lbs., at $20 99 cents	420,000
Sheep's Wool, 100,000 lbs., at $35	35,000
Cotton, 100,000 lbs., at $35 99 cents	35,000
Calisaya Bark, 1,000,000, at $25	750,000
Cobalt Ores, 1,000,000, at $10	100,000
Chinchilla Skins, 80,000, at $11	80,000
Total	3,312,000

Further returns are made in shipment of gold dust, platina, gold and silver coinage, to the extent of about 1,500,000 dollars; and in nitrate of soda, from the neighbouring province of Tarapaca, about 300,000 dollars.

The above estimate may be considered as a fair average of the last five years' exports.

Copper barrilla is native copper in very minute particles, mixed with sandstone, and is considered the finest copper in the world; it is brought from Corocoro, in Bolivia, about 190 miles to the east of Tacna. The sandstone contains from two to four per cent. of copper; this is crushed by hand-labour and the earthy portion washed away, leaving a residue of 70 to 90 per cent. of pure copper. Hard ores are also very abundant in Corocoro, yielding 20 to 30 per cent.; but owing to the absence of fuel

and being carbonates, to the impossibility of improving their percentage by washing, they are little worked. Land carriage is so costly that it does not leave account to send ores down to the coast under a percentage of 70 per cent.

Tin, in bars, is brought from Potosi and Oruro, and also from the latter place in barrilla, averaging from 60 to 74 per cent. The tin from Oruro is known in England under the name of Guanuni, and takes rank amongst the first tins in the world. Potosi tin is of inferior quality, and much alloyed with lead; the supply is abundant, but the export is not on the increase; low prices in the European markets, and a land carriage so high as to be equal to one-half of the value, prevent the development of this article of commerce.

Cotton only attracted attention here during the civil war in the United States; then the high prices in the European markets induced agriculturists to attend to its cultivation. The indigenous plant is a perennial, commences bearing the second year, and reaches maturity at seven years; it remains in full bearing for fourteen years, when the abundance of crop and the quality is said to decline. This may be considered the third year since planters commenced in earnest, formerly cotton was only used in hedge-rows. The export should be at least doubled next year, and will continue to increase till the trees already planted arrive at maturity. Further cultivation will depend on whether the probable minimum of prices in the European markets will be remunerative to planters Both the Egyptian and the "Sea Island" cotton have been tried, but are not found to answer; the former give a small crop, is not equal in quality to the native, and the latter degenerates into a creeper.

Bark shipped from Arica is the pure Calisaya, superior to any quality known, and commands the highest prices in the European markets. The plants taken by Mr. Markam to India were from Carabaya in Peru, of very inferior quality, about one-half the value of Calisaya; the true Calisaya is only found in the provinces of Canpolican and Moxos in Bolivia.

Chinchilla skins of the best quality are exported exclusively from Arica; those obtained in Chile are very inferior. The chinchillas, it is feared, will become extinct; as, although the Bolivian Government last year issued a Decree prohibiting their slaughter for five years, no effort has been made to carry it into effect, and the Indians hunt them at all seasons of the year.

Arica, 1867.

PRUSSIA.

DANTZIG.

Report by Mr. Consul White on the Navigation and Trade of Dantzig for the Year 1866.

The trade of Dantzig, during the year 1866, was hardly at all affected by the war in Germany; the diminution of grain exports must be ascribed to the decrease of supplies from Poland. The timber trade suffered from the unsatisfactory state of that branch of business at home; and the import trade of Dantzig continued in a state of stagnation, and will remain so, without prospect of improvement, as long as the Russian prohibitive system continues to obstruct the legitimate development of commercial intercourse between the mouths of the Vistula and the inland provinces of the Russian empire.

Navigation.

The total number of vessels which arrived at Dantzig by sea, during 1866, amounted to 2,063 (or 427 less than during the previous year), of the burden of 229,236 Prussian commercial lasts (40,638 less than in 1865). The departures were 2,049 vessels, of 224,823 lasts burden, thus showing a diminution of about 20 per cent. in the shipping, as compared with the average of the last five preceding years.

One hundred and sixty vessels were in this port on the 1st of January, 1867, on which day the navigation was still open; but of these 14 had come in for repairs. Of the remaining 146—

Dantzig	85
Other German Ports	50
British	5
Swedish and Norwegian	5
Dutch	1
Total	146

Ten vessels arrived here coastwise in 1866, and three returned in a similar way, the remainder proceeding to sea.

Recapitulation.

Arrivals by Sea..	1,972
„ as Port of Distress	91
Arrivals by Inland Navigation	10
In Port on 31st December, 1865	131
New Ships constructed..	9
Total	2,213
Sailed outwards	1,972
„ after repairing	77
„ Coastwise	3
Condemned and broken up	1
Total	2,053

Remaining in the harbour on the 31st December, 1866, 160.

Of the arrivals, 959 came to Dantzig laden, and 1,104 in ballast, or more than one-half.

Of those with cargoes, 342 came with coals (131 less than in 1865); 88 with limestone, gypsum, bricks, &c.; 91 sought refuge in distress, or came in for urgent repairs; so that, properly speaking, only 438 came with goods.

Of these again 93 came with herrings (40 less than in 1865); 70 with iron and rails; 172 with machinery and with manufactured goods; 22 with salt; and 81 with miscellaneous cargoes.

The total of arrivals includes 204 steamers. Of these 126 came with cargoes, and 78 empty.

The number and tonnage of the vessels that arrived at Dantzig in 1866, according to their nationality, was as follows:—

Under what Flag.	Number of Vessels.			Tonnage in Prussian Lasts.		
	With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.
British	233	115	348	31,676	25,878	57,554
German	553	500	1,053	70,811	56,981	127,792
Danish	32	252	284	1,805	14,792	16,597
Swedish & Norwegian	95	68	163	4,733	4,942	9,675
Dutch	109	89	198	9,083	5,873	14,956
French	3	8	11	227	908	1,135
Belgian	..	..	..	..	..	..
Russian	2	3	5	258	329	587
United States ..	..	1	1	..	940	940
Total	1,027	1,036	2,063	118,593	110,643	229,236

The above Table includes both sailing vessels and steamers. The following Return gives the number and burden of steamers alone that have have left this port in 1866, with their nationality:—

Flag.	Number of Steamers.			Burden in Prussian Lasts.		
	Cargo.	Ballast.	Total.	With Cargoes.	Empty.	Total.
British	102	6	108	30,889	2,210	33,099
German	69	..	69	9,229	..	9,229
Danish	3	..	3	576	..	576
Dutch	22	1	23	3,683	132	3,815
Russian	..	1	1	..	117	117
Total	196	8	204	44,377	2,459	46,836

The vessels returned as arrived in ballast include 68, which brought limestone or bricks as ballast, but have been entered under the proper heading in the above Tables.

Besides Prussian vessels, all those belonging to North German ports have been included under the German flag throughout this Report.

The number of vessels, and their burden in Prussian commercial lasts, which departed by sea from Dantzig in 1866, according to their nationality, was as follows:—

Under what Flag.	Number of Vessels.			Burden in Lasts.		
	With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.
British	335	7	342	53,667	2,278	55,945
German	1,030	21	1,051	124,215	1,213	125,428
Danish	284	3	287	16,878	261	17,139
Swedish & Norwegian	138	17	155	7,941	645	8,586
Dutch	197	1	198	14,924	132	15,056
French	11	..	11	1,235	..	1,235
Belgian	..	..	..	..	..	..
Russian	3	1	4	377	117	494
American	..	1	1	..	940	940
Total	1,998	51	2,049	219,237	5,586	224,823

The above Tables show that the shipping at this port diminished in 1866 from what it had been of late years, the arrivals having averaged 2,688 from 1860 to 1865. The tonnage likewise shows a decrease of 18 per cent.

The proportion of British shipping to the total shows no diminution. However, it was 225 during the years 1861 to 1863; it had increased exceptionally during the hostilities of Prussia with Denmark in 1864; and having been 26 per cent. of the total tonnage last year, it continued 25 per cent. in 1866.

The diminished supplies of agricultural produce from the interior and from Poland caused a decrease in the exports, and reacted unfavourably on the importations, as will appear in the second portion of this Report.

The general steam shipping varied but little, or the proportion of British steamers.

The Consular Register shows that the total of 348 ships have entered Dantzig under the British flag, including 112 steamers.

The crews of all these vessels consisted of 348 masters, 120 apprentices, and 3,104 sailors, &c. The burden amounted to 97,807 English registered tons.

The totals of departures include 950 vessels with timber, against 1,084 in 1865; 919 vessels cleared with cargoes of grain, 13 with bones, 17 with powder and military effects, and 39 with cargoes of various descriptions.

The countries from which the different vessels arrived, and those for which they cleared, appear from the following two Tables. Those vessels which came through stress of weather are included.

ENTERED.

From	Number of Ships entered.			
	In Distress.	With Cargoes.	In Ballast.	Total.
United Kingdom	2	527	130	659
Prussian and German Ports (exclusive of Hans Towns)..	51	140	408	599
Hans Towns	3	45	27	75
Denmark	4	13	375	392
Sweden and Norway	13	60	56	129
Holland	1	38	37	76
Belgium	..	23	18	41
France	..	10	37	47
Italy	..	3	..	3
Spain and Portugal	..	3	..	3
Russia	17	3	16	36
America	..	3	..	3
Total	91	868	1,104	2,063

CLEARED.

To	Number of Ships departed.			
	After Repaired.	With Cargoes.	In Ballast.	Total.
United Kingdom	8	936	..	944
Prussian and German Ports (exclusive of Hans Towns)..	46	327	21	394
Hans Towns	2	75	..	77
Denmark	1	80	..	81
Sweden and Norway	14	237	9	260
Holland	3	119	..	122
Belgium	..	44	..	44
France and Algiers	..	108	..	108
Spain	..	7	..	7
Russia	3	5	4	12
America	..	..	..	..
Total	77	1,938	34	2,049

In the former Prussian dominions, the Dantzig local shipping constituted nearly one-fifth of the Prussian mercantile marine; but its relative importance has very much diminished under the new state of things.

It consisted, on the 31st December, 1866, of 3 sea-going and 10 river steamers, and of 130 sailing vessels. The tonnage of all these together was 38,357 Prussian register lasts.

Five vessels were lost in the course of 1866, 2 have been purchased, and 10 constructed at Dantzig for local shipowners.

Four sailing vessels are now on the stocks at Dantzig, of 270, 300, 320, and 350 lasts burden respectively.

The general dulness of all shipping business since the termination of the American war, and the disinclination to charter vessels under the German flag, whenever rumours of war recur, have tended to depress shipbuilding.

Notwithstanding that the prices of material and of labour have in-

creased considerably at Dantzig of late years, vessels are still constructed here at a comparatively low price, *i.e.*, at about 100 Prussian thalers per last, or 10*l.* per ton of burden.

The shipping interest in Germany is very anxious to see an immunity for merchant vessels, during war, secured by some international arrangement, even when these happen to be enemy's property. When we bear in mind the importance of the mercantile marine of the new Federal Union—next, I believe, in the amount of its tonnage to those of the United States and to our own—we cannot wonder at their feeling this to be a vulnerable point.

Two British vessels were condemned and disposed of at this port in 1866. One of these, the "Britannia" of Hull, had come in in November 1865, on her way from Cronstadt; the other, the "Argo," had been purchased at Dantzig by a British subject and had only a provisional certificate of registry, when she was stranded and brought back here, and ultimately condemned.

Casualties at Sea.—According to official statements, the number of casualties at sea was 9 in the Dantzig district, against 21 on this coast in the previous year, 1865. Of these, one was a British vessel, the "Idalia" of Hartlepool; she was wrecked on the coast at a place called Stutthof, on the 12th December, 1866. All hands were saved by means of the rocket apparatus.

Lifeboats.—The praiseworthy efforts of a Society established in this country in 1865, on the model of our own Royal Lifeboat Institution, have been the means of saving 60 persons in lifeboats on the Baltic coast of Prussia in 1866. This Society is increasing its number of stations as far as its means will allow.

When speaking of the casualties of last year, in connection with Dantzig trade, I cannot help alluding to three British steamers, who, having left this harbour about the same time in December last, have, I am afraid, never been heard of since. I mean the "Newton Colville" of Wisbeach, the "Nautilus" of Hull, and the "Wye" of Liverpool. Nothing, I hear, has been heard of the crews—64 hands. So distressing a calamity cannot be mentioned without emotion.

Freights.—Coals per keel, from Newcastle to Dantzig, to be delivered in town, 6*l.* 10*s.* to 8*l.*; ditto at the harbour, 4*l.* to 7*l.*

Wheat per quarter (500 lbs. weight), to London, 2*s.* 6*d.* to 5*s.* 6*d.*; to Liverpool and Dublin, 3*s.* 6*d.* to 6*s.*; to east coast of England and Scotland, 2*s.* 6*d.* to 4*s.*; to the coal ports, 1*s.* 9*d.* to 4*s.*

Timber per load, of fir or oak, of 50 cubic feet, to London and Ireland, 14*s.* 6*d* to 18*s.*; to east coast of Scotland, 12*s.* to 15*s.*; to the coal ports, 10*s.* to 14*s.*

Salt from Liverpool, per English ton, 8*s.* to 12*s*. 6*d.*

Fluvial Navigation.—The navigation of the Vistula was very favourable in the spring of 1866; but the depth of water went on as usual diminishing, from the month of May till the autumn, and the freights went on gradually increasing: on coals, from 25*s.* 6*d.* to 54*s.*; on lead, iron, rails, from 16*s.* 6*d.* to 24*s.*; and on goods, from 20*s.* to 36*s.*

The above freights are calculated in English money, per Prussian last.

There arrived, in 1866, 2,993 laden barges, and 1,016 empty, making a total of 4,009.

The number of empty barges arriving shows the diminution in the supplies of grain from Poland.

None but heavy goods were sent thither by water. The Russian Government continues to embarrass the trade of its own provinces by imposing tolls and other contributions on barges navigating the Vistula,

whilst nothing is being done to improve its watercourse. The railway is becoming more and more available for forwarding lighter kinds of goods; and though there is no direct line in existence between Dantzig and Warsaw, and the Bromberg line increases the distance by nearly 100 English miles, this mode of conveyance is adopted sometimes, even for wheat, whenever its price is a sufficient inducement to adopt a speedier though a more expensive mode of transport.

A million and a half Prussian centals of grain, or about 30,000 quarters, were brought to Dantzig by railway in 1866, principally during the autumn months. I understand that a good deal of wheat from Austrian Poland, which used to find its way here in former years by fluvial navigation, is now sent by railway from Cracow to Breslau, and thence to Stettin or Berlin, whenever prices warrant such a mode of transacting business.

Trade and Commerce.

The preceding remarks are sufficient to point out that the trade of this port cannot be considered in its normal condition. Whilst new communications are being opened in every other direction, and restraints on trade are being gradually removed everywhere, Dantzig is left to deal, by means of a precarious watercourse, or of a circuitous railway, with a customer who finds, it is true, in this harbour a natural outlet for the produce of his soil, but who is not able to supply his wants here in return, owing to the continuance of an obstructive fiscal system.

This is one of the principal drawbacks to the proper development of the prosperity of Dantzig; and unless remedied speedily, it is to be feared that, notwithstanding its ancient splendour, and the natural advantages of its geographical position, this city will be condemned to a stagnation which, in commercial matters, is but too often the prelude of decline.

Exports.

Timber.—The timber trade of Dantzig suffered in 1866, not only from the plethora of that article in English timber-yards, but also from the financial crisis in our own country. The following Tables will serve to show the extent of business done in comparison with previous years:—

Stock of Timber at Dantzig on the 1st of January of the Years 1864, 1865, 1866, and 1867 respectively.

	1864.	1865.	1866.	1867.	More than in 1867.	Less than in 1866.
For Timber .. pieces	87,000	141,500	150,700	163,000	12,300	..
,, small size .. ,,	51,500	77,200	81,800	95,000	13,200	..
Round Wood .. ,,	210,000	183,700	98,700	136,000	37,300	..
Whitewood Timber ,,	30,500	36,500	20,300	16,000	..	4,300
Oak, &c. .. .. ,,	53,000	73,400	72,400	72,000	..	400
,, Plank, 1st brack ,,	5,100	14,700	15,000	16,800	1,800	..
,, ,, 2nd ,, ,,	4,000	13,500	12,300	28,500	16,200	..
Staves .. .. shocks	700	2,600	5,500	17,000	11,500	..

COMPARATIVE TABLE of Timber Exported by Sea from Dantzig. 1863 to 1866.

	1863.	1864.	1865.	1866.
Fir Timber pieces	244,936	186,005	215,624	203,556
Small sized „ „	40,905	11,713	31,424	28,801
Masts, Spars, &c. „	6,431	1,624	2,814	4,602
Fir Deals.. .. „	304,828	193,860	338,813	281,633
Sleepers .. .. „	1,305,125	803,901	1,006,187	754,432
Lathwood fathoms	5,043	3,178	3,613	2,026
Treenails.. .. shocks	5,292	4,716	6,589	5,022
Oak Timber, &c. pieces	63,168	34,230	52,008	48,677
„ Plank .. „	118,862	70,486	112,965	158,450
Oak Staves .. shocks	14,964	24,138	27,374	31,572

PARTICULARS of Shipments of Timber by Sea from Dantzig in 1866.

	To Germany and North of Europe.	To France, Holland, and Belgium.	To the United Kingdom.	Compared to 1865: To United Kingdom.	
				More.	Less.
Fir Timber .. pieces	13,499	29,758	160,299	..	17,743
Small „ .. „	5,519	7,043	16,239	..	2,735
Masts and Spars „	162	4,334	106	..	28
Deck Deals and Deals „	91,144	118,523	71,966	19,217	..
Sleepers, Oak and Fir „	93,863	241,882	420,687	..	450,893
Lathwood fathoms	8	9	2,009	..	1,598
Treenails.. .. shocks	227	285	4,510	..	1,475
Oak Timber, &c. pieces	7,175	16,988	24,514	..	4,728
Oak Plank .. „	7,544	1,743	36,482	6,585	..
Staves .. .. shocks	8,786	5,115	17,671	7,167	..

An agency has existed at this port for several years for the purpose of effecting purchases of deck deals and oak, on behalf of the French Minister of Marine, for naval purposes. The Lords Commissioners of the Admiralty have also sent a timber inspector to Dantzig, in 1866, with a similar purpose of purchasing deck deals and fir timber here for the Royal Dockyards in England, without the intervention of middlemen.

The quantity thus purchased and shipped in 1866 for the Royal Dockyards amounted to 21,000 deck deals, from two to four inches thickness, and of 1,860 loads of fir timber, valued together at 26,000*l*.

Grain.—The transactions in wheat at Dantzig during the year 1866 show a diminution in the exports, but as the price of grain went on increasing throughout the year, and there was a constant demand for wheat in England, notwithstanding that a great deal of it was inferior as to quality, the Dantzig merchants have been able to realize a reasonable profit.

The stock of wheat on the 1st January, 1867, at Dantzig amounted to 4,500 Prussian lasts, having been 12 months previously 13,300 lasts; in fact, it has not been so low since January 1850.

The arrivals of various kinds of grain during 1866 were estimated as follows:—

	Wheat.	Rye.	Barley.	Oats.	Peas.	Total.
	Lasts.	Lasts.	Lasts.	Lasts.	Lasts.	Lasts.
By Fluvial Navigation ..	25,906	10,930	4,280	2,048	1,874	45,038
By Railway	18,725	5,277	4,960	735	2,247	31,944
Stock end of 1865	13,300	1,690	289	120	360	15,750
Total	57,931	17,897	9,520	2,903	4,481	92,732
Local consumption, in addition to grain brought to market by farmers..	1,100	4,400	1,400	1,000	..	7,900
Re-exported into the country.	375	372	13	592	8	1,360
Waste and difference of measure	2,006	655	317	111	43	3,132
Stock on 31st December, 1866.	4,500	1,310	490	170	170	6,640
Exported by sea	49,950	11,160	7,300	1,030	4,260	73,700
Total	57,931	17,897	9,520	2,903	4,481	92,732

Shipped as follows:—

To	Wheat.	Rye.	Barley.	Oats.	Peas.	Total.
	Lasts.	Lasts.	Lasts.	Lasts.	Lasts.	Lasts.
United Kingdom	47,255	836	6,731	677	4,524	60,023
Belgium	1,254	..	..	..	..	1,254
France	793	..	42	..	..	835
Holland	3,491	77	36	..	85	3,689
Denmark	2	922	113	..	99	1,136
Sweden and Norway	105	7,140	464	..	300	8,009
German Ports..	149	2,884	365	416	40	3,854
Total	53,049	11,859	7,751	1,093	5,048	78,800

At first sight, it would appear that there was some discrepancy in the two foregoing Tables, as the amount of wheat exported by sea is stated in one at 49,950, and in the second Table at 53,049 lasts, or 3,100 more; both of these figures are taken from official returns, but this apparent error arises from adhering to a system of calculating the the last upon a different weight and measure in purchases from factors, and when shipped a difference of about five bushels per last.

It appears that 2,238,000 cwt. of wheat, and upwards of 600,000 cwt. of other grain were shipped from Dantzig for the United Kingdom in the year 1866.

This is about the average quantity, according to the average from 1860 to 1864, but much less than in 1865; the value, however, is very nearly the same, the price having been calculated at 56*s.*, instead of 42*s.* per quarter of wheat in the previous year.

The exports of grain to other countries, with the exception of Holland, and of rye to Norway, were insignificant.

Oilseeds.—The following quantities of rape and linseed were exported by sea from here during the year 1866:—2,433 lasts to England, 753 lasts to France, 3,397 lasts to Holland; total, 6,583 lasts abroad, and also 574 lasts of rapeseed to Stettin, leaving a stock of about 1,000 lasts.

Of other articles of export the following deserve being noticed as shipped to the United Kingdom.

Pork.—Pickled pork and bacon of the value of 25,000*l.*

Spruce Beer.—Spruce beer, 28,000 barrels, of the value of 10,000*l.*

Oilcake, 2,719 Prussian centals, valued at 815*l.*

Bones.—Bones, 22,778 Prussian centals exported to Scotland, at a rice of 3*s.* 9*d.* per cental, value 4,270*l.*

Amber.—The exports of amber are hardly noticed in the official return; the reason of this is that it is exclusively sent by land to Vienna, Paris, and Constantinople, and even further to the east. The collection, in 1866, has, I hear, been very productive, and is said to have reached as much as from 250 to 300 cwt. I am quite unable to guarantee the accuracy of this statement.

The Prussian Government has lately sent out scientific persons to enquire into the subject of amber found on this coast, and to recommend an improved system of searching it.

Imports.

Coals.—The entire quantity imported was, from North Britain, 2,181,492 Prussian centals; one-half of these, or 18,778 lasts, were forwarded to the country districts, and 2,476 by river to Portland.

Salt.—By a resolution of the Prussian Government, approved of by the Legislature, and adopted by the other Zollverein Governments, a duty of 2 thalers per cwt. is to be imposed on the importation of salt from the day that that monopoly ceases in Prussia.

The freight of salt from Liverpool to Dantzig varies from 8*s.* to 12*s.* per English ton; if we take the price of salt, free on board at Liverpool, at 8*s.* a ton, this would make it, at the highest, 20*s.* a ton.

The new duty will be, therefore, 7*l.* per ton, or 700 per cent., which is certainly very much.

The salt sold, however, by the Prussian Government under the monopoly fetched from 10*l.* to 12*l.* per ton, according to quality.

The quantity of salt imported to Dantzig for the Government in 1866 amounted to 6,726 lasts, or about 13,400 tons, against 10,336 lasts in the previous year.

The value of this importation is stated at 13,100*l.* in the official return

There can be no doubt that this reform will tend to open a new branch of business between Dantzig and England to private enterprise, especially as there are no salt-works within the province.

Herrings.—The following quantities of herrings were imported in 1863 :—

	Barrels.
From Scotland, full	1,016
„ crown and full	23,247
„	15,582
Total from Scotland	39,845
„ Norway	29,927
„ Holland	25
Total	69,797

This is 18,000 barrels less than in 1865, mostly sold here for Poland.

The following Tables show the quantities of other Imports in 1866 :—

TABLE I.—Goods Rated by Weight in Centals.

	Annual Average, 1861–3.	Annual Average, 1864–6.	1866. Total.	1866. From England.	1866. Other principal importing countries.
Cotton, raw	3,278	3,703	4,786	4,786	..
Coffee	27,423	30,949	28,130	16,896	7,079*
Drugs	3,220	11,102	12,334	7,667	2,225†
Dyes	not stated	3,658	3,413	..	2,446†
Fruit, fresh	„	6,264	6,455	1,933	2,024‡ 993§
Hides, raw	5,966	7,235	5,489	1,989	1,755* 1,729‖
Potash	4,696	3,950	3,708	38	3,670¶
Rice	15,764	16,022	18,488	6,508	11,440†
Saltpetre	33	322	137	29	108†
Soda	29,380	38,294	26,267	25,380	..
Spices, chiefly pepper	5,081	8,794	11,383	10,211	..
Sugar	1,463	1,874	4,075	..	2,030* 2,016‖
Molasses	5,868	5,873	5,955	3,361	..
Sulphur	537	3,471	7,814	..	6,725‡ 994**
Tea	670	1,817	1,252	1,153	..
Tobacco and Cigars	not stated	2,124	2,482	13	1,562†

* Holland. † Hamburg. ‡ Italy. § Spain. ‖ Belgium. ¶ Russia. ** Sweden.

TABLE II—Showing the different Mineral Productions and Hardware Imported by Sea in 1866, rated by Weight in Prussian Centals.

	Annual Average, 1861–3.	Annual Average, 1861–6.	1866. Total.	1866. Great Britain.	1866. Other Principal importing Countries.
Copper	1,794	1,752	1,279	9,16	313*
Iron, Old	155,252	31,787	22,163	7,667	13,232*
„ Pig		89,160	119,946	119,946	..
„ Wrought	97,172	48,326	29,115	7,060	..
„ Rails	142,763	148,356	225,062	179,315	(a)
Lead, Pig	2,317	6,500	16,504	11,881	4,511*
Steel	10,775	7,749	8,542	2,099	3,255†
Copper Wares	450	363	76	51	..
Leaden Wares	629	607	253	23	..
Tin Blocks	Not stated	843	1,425	261	1,147*
„ Plates	5,769	4,687	2,367	2,089	..
Hardware	103,546	83,062	99,353	63,059	..

* Holland. † Sweden.

(a) Almost all the rails and hardware, and many other metallic productions unaccounted for, are of German manufacture, imported coastwise.

TABLE III.—Liquids Imported by Sea at Dantzig in 1866, with Names of principal Importing Countries, rated by Weight in Prussian Centals.

	Annual Average, 1861–3.	Annual Average, 1864–6.	1866. Total.	1866. From England.	1866. Other Principal Importing Countries.
Beer and Porter ..	518	6,677	6,362	6,362	..
Brandies	2,628	2,494	2,205	366	456*
Honey	Not stated	Not stated	1,357	128	1,229†
Olive and Palm Oil ..	9,737	6,343	6,656	8,277	3,194‡
Common Oils		6,641	6,796		
Train Oil..	1,868	2,476	2,472	697	722†
Petroleum	Not stated	Not stated	17,861	952	5,728§ 6.837† 4,096‖
Pitch and Tar	17,543	13,130	11,870	6,692	2,077¶
Rosin	3,870	6,618	10,525	328	6,455*
Wines	14,875	15,973	16,750	274	12,934*

* France. † Hamburg. ‡ Spain. § America. ‖ Belgium. ¶ Sweden

TABLE IV.—Miscellaneous Articles Imported by Sea and Land at Dantzig in 1866, with the Names of the more considerable Importing Countries.

	Annual Average, 1861–3.	Annual Average, 1864–6.	1866. Total.	1866. From England.	1866. Other Principal Importing Conutries.
Alum	1,947	3,484	1,605	807	533*
Canvass, Pack Cloth ..	615	663	552	377	..
Cocoa	227	207	190	66	..
Cheese	622	684	663	504	..
Cement	Not stated	23,713	33,000	87,778	25,337†
Clay,, Chalk, Lime ..	..	90,056	90,130		
Chicory, Dried	None	..	1,691	..	1,677*
Cordage	,,	..	131	29	..
Cotton, Twist	188	27	29	29	Remainder
,, Goods		50	26	3	by land
Earthenware & Crockery	804	406	293	263	..
Fish, Salted	485	329	436	16	..
Glass	1,270	2,120	1,818	559	548‡ 519*
Guano	1,668	5,196	2,963	..	2,963§
Mats	1,954	677	487	450	..
Paper	395	314	377	81	..
White Lead	2,293	1,414	696	62	The rest German
Red Lead	467	706	422	137	Ditto.
Vitriol, Sulphate of Copper	..	87	113	113	..
,, ,, Iron..	..	690	936	936	..
Woollens..	81	142	166	79	74 by land, also English

* Belgium. † France. ‡ Prussia. § Hamburg.

From the above Tables it appears that there has been an increase in the import of iron, chiefly rails, on their way to Poland, and also a considerable increase in lead (pig), saltpetre, and sulphur for the Russian Government; there is, on the other hand, a decrease in some other articles for Poland, as soda and other chemical articles, beer, brandy, and wine. This last of 25 per cent.; coffee, 33 per cent; and likewise a decrease of 20 per cent. in herrings.

The two Tables of averages show how little the consumption of all these articles is increasing on the whole, although the imports of some particular year, such as 1865, would lead one to suppose that there was an improvement.

COMPARATIVE Table of Estimated Values of Exports by Sea from Dantzig of Totals, as well as of those destined for the United Kingdom in the year 1866:—

	Quantities.		Value in Prussian Thalers.	
	Total.	To the United Kingdom.	Total in 1866.	To the United Kingdom.
Wheat .. .. lasts	53,049	..	10,079,310	8,978,450
Other Grain .. „	33,114	..	4,066,400	1,751,040
Timber	..	..	4,052,200	2,500,000
Oil cakes .. .. centals	2,719	2,719	5,440	5,440
Bones .. .. „	24,528	22,778	30,650	28,400
Spruce, Beer .. „	3,548	3,508	68,000	67,270
Pork .. .. „	..	..	170,000	170,000
Miscellaneous	..	..	128,000	99,400
Total	..	..	18,600,000	13,600,000

TABLE showing approximately the Values of the various Imports in Prussian Thalers.

	Totals.			From the United Kingdom.	
	1864.	1865.	1866.	1865.	1866.
Coals	545,400	670,921	531,750	670,921	531,750
Salt	74,435	134,368	87,438	134,368	87,438
Herrings	708,000	877,000	667,430	428,420	398,450
Goods enumerated, Table I	1,722,170	2,375,161	1,889,604	1,622,705	1,177,052
„ „ II	642,809	1,312,860	1,367,204	651,403	895,890
„ „ III	512,597	812,444	842,213	212,183	200,420
„ „ IV	171,159	378,176	640,685	220,000	259,000
Total	4,376,571	6,560,930	6,026,324	3,940,000	3,550,000

The values under Table IV include goods not specially mentioned.

The estimated Value of the total Dantzig Trade is returned in Prussian Thalers with Sterling equivalent.

	Average.		Last Average.	
	1862–65.	1866.	1862–65.	1866.
	Thalers.	Thalers.	£	£
Exports	20,023,077	18,600,000	3,003,460	2,790,000
Imports	5,387,827	6,026,324	808,174	903,948
Total	25,410,904	24,626,324	3,811,634	3,693,948

Forwarding Trade.—The following quantities (in Prussian centals) of goods have been forwarded from Dantzig to Poland during the year, in addition to the coals and herrings mentioned above :—

	Centals.
Alum	760
Cocoa	40
Coffee	9,006
Drugs	5,606
Rice	6,106
Soda	19,279
Spices	9,480
Tea	1,011
Beer	1,866
Brandies	974
Oils	4,138
Train Oil	726
Wine	12,681
Copper	101
Iron, pig	49,096
„ wrought	5,592
„ rails	179,247
Hardware	54,043
Steel	4,176
Tin	1,983

Besides the quantities that have passed this way for the use of the Russian Government, as sulphur, &c., or that have paid duty here and have been entered as if for local consumption, and have ultimately found their way across the frontier surreptitiously.

Prices.—The following have been the prices of the different articles in trade :—Wheat, 42*s.* to 46*s.* per qr. ; rye, 28*s.* per qr. ; barley, 23*s.* per qr. ; oats, 15*s.* to 17*s.* per qr. ; peas, 29*s.* to 30*s.* 6*d.* per qr. ; rapeseed, 51*s.* to 53*s.* per qr. ; coals, Prussian last equal to about ⅓th of an English keel, 57*s.* 6*d.* ; salt, exclusive of duty, 20*s.* per ton ; salt, as sold retail by the Government, 11*s.* per cwt. ; oil, 36*s.* per cental ; train oil, 39*s.* per cental ; petroleum, 25*s.* to 48*s.* per cental ; rosin, 9*s.* to 13*s.* 6*d.* per cental ; coffee, 18*s.* to 21*s.* ; rice, 15*s.* to 18*s.* ; soda, 10*s.* ; bones, 3*s.* 9*d.*, ; oilcakes, 5*s.* to 7*s.* ; tea, 6*s.* per lb. ; pigmeat, 4*d.* per lb. ; herrings, crown and full, 36*s.* to 42*s.* per barrel ; brandy, an "ohm," Prussian measure, about 30 gallons, 36*s.* to 45*s.* ; wood, square timber, best middling, 53*s.* per load ; deck deals, crown, 22*s.* per 40 running feet ; deal ends, crown, 9*s.* per 720 running feet ; masts, 3*s.* per running foot ; oak planks, 6*s.* to 10*s.* per load ; oak staves, crown pipe, 157*l.* per mille ; other kinds in proportion.

Exchange.—The monthly rates of exchange during 1866 in silbergroschen for one pound sterling were as follows :—

January	201⅛
February	202
March	202⅛
April	201¾
May	203
June	198
July	197
August	197¼
September	200⅜
October	201⅜
November	202
December	202
Annual average	200

Weights and Measures.—

1 Last of 40 Centals.	..	equal 1·9684 ton.
1 Measured or Shipping Last ..	„	1⅛ Register ton.
1 Prussian Cental	„	110·23117 lbs. avoirdupois.
1 Imperial Quarter	„	5·29064 Scheffels.
1 Scheffel (Prussian)	„	1·512 bushel.
1 Prussian morgen	„	0.63 of an English acre.
1 Last of Grain	„	60 Scheffels of imported grain. 56½ „ of exported „
1 Prussian Thaler	„	30 Silbergroschen, equal 3*s.* at par.
1 Pound Sterling	„	200 Silbergroshen at par.

Crop.—The result of the harvest of 1866 showed an unfavourable yield, and the prices of agricultural produce went on rising from the month of August. Thus a scheffel of wheat (1½ bushel), which cost 80 to 85 silbergroschen (8*s.* to 8*s.* 6*d.*) from January till September, rose in that month to 9*s.* 6*d.* or 100 groschen, or 10*s.* in November, and 103 groschen in December, 1866.

The results of the harvest in this Province will be seen by the following Table:—

	Wheat	Rye.	Barley.	Oats.	Peas.	Rape Seed.	Potatoes.
Average of Prussian Monarchy ..	0·89	0·89	0·88	0·92	0·76	..	0·79
„ Dantzig, 1864–65 ..	0·89	0·94	0·88	0·91	0·78	..	0·79
„ Crops of 1865 ..	0·91	0·80	0·97	1·03	0·89	0·33	0·70
„ Crops of 1866 ..	0·85	0·94	0·88	0·91	0·81	0·94	0·64

Population.—In my annual Report, just preceding, I had the honour to mention that the population of the city of Dantzig, according to the last census of 1864, including 12,203 persons belonging to the army was 90,334 inhabitants.

Mortality.—I also alluded to the high rate of mortality in this city amounting to nearly 36 per 1,000 during the years 1862–65.

During the year 1866 the cholera appeared here, and was the cause of death of 1,450 persons.

It may be interesting to compare the ravages caused by this last epidemic with the mortality of previous visitations. This may be done by looking at the following Table drawn up from official sources:—

Year.	Date of Appearance of Cholera.	Date of Cessation of Cholera.	Number of Persons Reported as Attack.	Number of Deaths of Cholera.	Recovered.
1848.. ..	10 September	26 December	1,296	718	578
1849.. ..	29 May	26 October	1,579	1,104	475
1852.. ..	25 July	30 October	1,328	804	524
1853.. ..	13 July	31 October	952	601	351
1855.. ..	10 June	6 October	1,867	1,149	718
1857.. ..	29 September	17 November	481	259	222
1859.. ..	7 August	6 November	773	403	370
1866.. ..	8 July	20 October	2,560	1,450	1,110

It must be borne in mind, however, that the population was only 70,000 in 1848, and that it rose gradually during those years to its present number, 90,000.

Besides the mortality caused by cholera at Dantzig, there died out of it 1,506 persons out of 2,589 persons attacked in this district in the country. The population of the district is stated at 412,476.

Military Service.—As so much has been said about the obligatory military service of Prussia, it may be interesting to see some statistical data as to its working,

Out of a population of half a million in the Dantzig district, including the city, the number of men liable to military service from the age of 20 to 25 was 21,893. Of these only 11,820 presented themselves for duty—viz., 1,790 entered the service or are awaiting their turn; 115 employed in the train; 553 enlisted as volunteers, 75 admitted to the privilege of serving only one year; 6,648 have to appear in 12 months again for inspection; making a total of qualified possibly for active service of 9,181.

It must be observed, however, that very probably some of those who come up for another inspection may be disqualified after all. 2,349 have been entered in the reserve, owing to some disqualification for active service after three consecutive inspections. 290 have been completely discharged from all liability.

The most striking thing in these figures is the very large number of absentees, and the small proportion of those who are found qualified to be admitted at once to the ranks.

Elections.—Another set of figures may have some interest, *i.e.*, those connected with the elections in this country. In the city of Dantzig there are now three systems of electing representatives:—

1. For the last municipal elections there were 3,584 persons qualified to vote, representing an income of 2,260,774 Prussian thalers, or 339,117*l.*

2. For the elections to the Prussian Legislative Chamber the tax-paying electors are divided into three classes, in each of which a certain number of persons are selected, who then have to elect a representative.

Thus in the city of Dantzic there are—

	Number of Persons Qualified.	Amount of Taxes paid by them.	Number of this Class who Polled at the last Election.
		Thalers.	
1st Class	364	50,692	268
2nd Class	1,242	50,641	809
3rd Class	17,103	50,606	6,888
Total	18,709	151,939	7,965

These persons thus qualified to vote elect 319 electors, who select the representative.

3. Under the new law for elections to the North German Parliament all distinctions as to payment of taxes have been swept away and the voting is direct. At the last election under this system there were 17,144 persons qualified to vote in the city of Dantzig, and 10,970 polled.

Industries. — Besides the manufactures of firearms and cartridges, and two for agricultural implements, there are no others at Dantzig or the neighbourhood. The large manufacture of machinery at Dirschau is exclusively employed for the Government Railway, the "Ostbahn," it is the property of that branch of the service.

The timber and corn trade, shipbuilding, seafaring, numerous breweries, afford ample occupation to the local population.

Public Works.—Of the public works alluded to by me in my former reports, the railway to this harbour at Fahrwasser is progressing slowly towards completion. It will be open in 1867; its length is four English miles. The intention of draining the city and establishing waterworks has been indefinitely postponed. Various works for the enlargement of the harbour are spoken of, and the railway, which is to connect Dantzig with Stettin by way of Coeslin, is to be commenced shortly.

General Remarks.

Besides the benefits to be derived from public works this commercial community is looking forward to various reforms in legislation, such as more simple Custom-house rules, some modification in the Bankruptcy Laws, a uniform rate of postage for Germany, a new set of harbour regulations, &c.

Many of these questions have been under consideration for some time, the diminution of the Dantzig harbour dues has been determined upon, but has met with some difficulty at the last moment. No doubt the solution of the questions relating to trade in this country will be very much affected by the spirit with which the North German Parliament will be animated in legislating for the States composing the new Federal Union, and by the principles by which it will be guided in regulating the shipping and commercial interests of Germany. Public opinion in this country has been very quick in adopting the principles of free trade, social, and economical questions from an important topic of the labours of German associations and Congresses, and are discussed with intelligence in the German press, it is to be hoped, therefore, that the future legislation will tend to benefit and enlarge international intercourse.

Dantzig, August 14, 1867.

FRANKFORT.

Report by Mr. Consul T. Kuchen on the Trade and Commerce of Frankfort for the Year 1866.

Trade and Commerce.

Political circumstances have materially affected the course of commerce during the year 1866.

At the commencement of the year, business had, on the whole, risen considerably, as the termination of the American war in the preceding year had began to show its consequences. But in March, and still more in April and May, the pressure of the daily more threatening political situation put a stop to all enterprise.

Until just before the outbreak of the war no one would believe in its possibility; nevertheless, the critical circumstances of the situation made themselves felt, as no one in consequence would extend his dealings beyond what was requisite for the day. When, after all, the war broke out, the end of which could not be predicted, commerce in some branches became more lively, partly owing to the army contracts and partly through the disappearance of the threatening uncertainty which had prevailed only too long and completely paralyzed all commercial life.

With the termination of the war, sudden beyond all expectation, commerce revived in all its branches, and already, in September and October, it had become very lively. This somewhat late re-animation in trade, however, was not sufficient to cover the heavy losses of the past summer. The customs revenue sufficiently proves this, which, compared with that of the preceding year, shows a deficiency of more than 11 per cent.

In the year 1865 the revenue arising from the customs was 23,991,085 thalers per cent., and in 1866 only 21,346,751 thalers per cent., showing a decrease of 2,644,334 thalers per cent.

This may also in part be owing to the reduction of the duty on a number of articles, which, according to the new Tariff, came into force on the 1st July, 1865. Had it not been for the fatal influence of the war, the loss of receipts caused by the reduction of duty would no doubt have been compensated by the end of the year. The share of Frankfort in this deficiency is 76,494 thalers.

Besides the war, an unfavourable influence was exercised on the commerce of the Zollverein by the uncertainty of what would become of the Zollverein after the conclusion of peace. The reservation of a six months' notice in the Zollverein relations made by Prussia in the Treaty of Peace, evidently introduced into the contract only as a safeguard against opposite tendencies on the part of the South German States, nevertheless caused such uneasiness that for some time there was a firm belief in the erection of customs boundaries on the frontier of the Maine.

For the present the re-construction of the Zollverein is assured; the retention of the Tariff of 1865 is fixed, and the admission into the Zollverein of the States of Mecklenburgh, Schleswig-Holstein and the

free Hanse Towns is also in prospect. The most important acquisition in this department is the lawfully organized co-operation of a representation of the people through the addition of deputies from the South German States to the North German Diet, especially for the Tariff question. The abolition of several still existing obstructions to trade, through the equalised taxation of certain inland products and manufactures, will be the next question laid before this Customs Parliament.

Goods for which duty has been paid in the Zollverein.

Goods.	1866.	1865.	Difference in 1866.	Per Cent. of the Total Receipts.	
				1866.	1865.
	Cwt.	Cwt.	Cwt.		
Cotton	1,573,103	1,206,620	366,483	..	..
Cotton Yarn	247,744	162,617	85,127	2·3	1·6
Cotton Goods	12,964	12,755	209	1·1	1·1
Lead	74,328	16,663	57,665	..	..
Soda	110,311	216,979	106,667	..	..
Logwood	457,153	587,232	130,079	..	..
Indigo	34,047	35,986	1,929	..	..
Potash	138,104	187,773	49,669	..	..
Saltpetre	289,044	230,591	58,453	..	..
Sulphur	419,264	375,091	44,173	..	..
Pig Iron	2,783,141	3,577,095	793,954	3·3	4·1
Wrought Iron	103,165	111,814	8,694	1·8	1·2
Rails	133,699	6,097	127,602		
Raw and Cement Steel	46,045	49,836	3,791	..	..
Cast Iron Ware	140,092	193,307	53,215	1·5	1·2
Hardware	58,310	57,994	316		
Iron Ore	2,129,667	1,012,035	1,117,632	..	..
Calamine	257,206	220,519	36,687	..	..
Flax	513,566	494,173	19,339	..	..
Wheat	3,572,216	3,634,364	62,148	..	..
Rye	3,233,719	3,327,939	94,221	..	..
Barley	1,435,129	1,074,422	360,615	..	..
All other kinds of grain	1,524,000	886,411	637,588	..	..
Pulse	326,539	300,556	26,014	..	..
Oily Grain	1,574,977	1,721,967	146,990	..	..
Cloverseed	132,568	140,639	8,071	..	..
Hides and Furs	423,535	549,247	125,712	..	..
	Tons, 20 cwt. each.	Tons, 20 cwt. each.	Tons, 20 cwt. each.		
Blocks and Beams, hard wood	125,837	153,335	27,498	..	..
Ditto soft wood	1,151,700	1,076,224	75,476	..	..
Deals	234,383	172,604	61,779	..	..
	Cwt.	Cwt.	Cwt.		
Foreign Woods (not European)	195,462	199,848	4,386	..	..
Copper	136,639	152,128	15,489	..	..
Linen Yarn, raw	119,775	114,452	5,503	2·1	1·5
Ditto bleached, dyed	52,329	52,546	217		
Grey Packing Cloth	42,632	45,695	3,063	..	..
Linen	40,626	24,943	15,683	..	..
Beer	79,428	62,356	17,072	..	..
Brandy	60,287	57,428	2,859	1·7	1·5
Wine in casks	340,251	287,365	52,886	7·1	6·1
Ditto in bottles	54,472	53,453	1,019		
Butter	51,170	44,686	6,484	..	..
Oranges, Lemons, &c.	75,098	71,835	3,263	..	..
Figs and other dried fruits	211,274	217,248	5,974	3·9	3·6
Spices	64,459	79,554	15,095	2·0	2·2
Herrings	1,241,187	1,272,352	31,155	1·9	1·8
Raw Coffee	1,480,427	1,454,512	25,915	34·7	30·4
Cocoa	21,137	20,048	1,089	..	..

Goods for which duty has been paid in the Zollverein—*continued.*

Goods.	1866.	1865.	Difference in 1866.	Per Cent. of the Total Receipts.	
				1866.	1865.
	Cwt.	Cwt.	Cwt.		
Cheese	48,975	48,654	321	..	..
Fish	93,874	69,440	24,434	..	..
Fruit	175,614	282,989	107,375	..	..
Flour, Meal, &c.	800,740	706,780	93,960	..	..
Muscles and Shellfish	12,480	11,130	1,350	..	..
Rice	636,530	614,634	21,896	3·0	2·6
Salt	594,176	731,408	137,232	..	..
Syrup	89,245	101,305	12,060	1·0	1·0
Tobacco in leaves..	628,791	628,257	534	11·8	10·5
Raw Sugar	92,989	243,709	150,720	1·8	4·3
Olive Oil	22,581	28,392	5,811	1·4	1·7
Denaturalized Oil	149,898	202,883	52,985		
Other Oils	710,557	1,000,404	289,847	1·4	1·7
Train Oil	151,101	163,866	12,765	..	..
Tallow	71,645	109,516	37,871	..	..
Oil Cake	192,949	332,921	139,972	..	..
Silk Goods	3,823	4,767	944	1·1	1·9
Half Silk Goods	2,954	3,163	209		
Coals	22,110,913	20,756,120	1,354,793	..	..
Tar	185,859	214,969	28,810	..	..
Raisins of all kinds	366,906	284,135	82,771	..	..
	Head.	Head.	Head.		
Horses	53,142	41,620	11,522	..	..
Oxen	35,815	26,066	9,749	..	..
Pigs	604,959	508,465	96,494	1·9	1·4
Cows	30,141	30,297	156	..	..
Wethers	37,442	28,571	8,871	..	..
Sheep	52,568	64,715	12,147	..	..
Wool	675,363	702,887	27,524	..	..
Woollen Yarn	195,924	238,713	42,789	..	..
Woollen Goods	38,311	41,112	2,801	2·7	2·4
Zinc	67,498	32,142	35,356	..	..
Tin..	56,416	51,060	5,356	..	..

The larger importation of raw cotton, as shown by the foregoing Table, can be regarded as the consequence of the conclusion of the American war. The increased export of cotton from the re-opened southern ports caused the cotton spinners in the Zollverein to import larger quantities. In single and double cotton yarn also, which is chiefly English manufacture, a rise in the importation is shown, the reason of which is partly the reduction of duty from three thalers to two thalers, and partly because the mills in the Zollverein could not satisfy the strong demand which arose in autumn, on account of the insufficient supply of raw cotton, and the reduced production during the war. Where there is any increase in the imports it is almost exclusively owing to the contracts for the army, among which are to be reckoned not alone lead, saltpetre, sulphur, and horses, but also victuals, such as coffee and rice, which were imported in enormous quantities for the troops in the campaign. The increase in the imports of fattened swine, of wine, and of forged and rolled iron and rails is accounted for by the reductions in the new Tariff.

A decrease of imports is especially proved in a large number of those articles which are required for commercial industry, such as raw materials or half manufactured goods. Here the influence of the war is clearly evident. The deficiency in raw sugar, which amounts to 150,720 cwt., and which represents a falling off of 600,000 thalers, is owing to the

increased inland manufacture of beetroot sugar. The important activity and extension of the latter has produced a reduction in the price of sugar, which renders it scarcely possible for the colonial sugar to compete with it in the markets of the Zollverein.

Banking and Discount.

Banking statistics naturally show the condition of commerce in general during the year 1866. The high quotations of the money market during the preceding year were, till the middle of March, followed by a repeated reduction of discount. In April, the fore-tokens of war began to exercise their influence, and caused the value of money to rise successively, until the end of May, to a much more considerable height than it had occupied at the beginning of the year.

With the outbreak of the war the altered state of affairs caused a gradual reduction of discount, of which, amongst the money institutions in the Zollverein, the Frankfort Bank made the commencement, in so far as the said bank already, on the 22nd June, lowered its rate of interest from seven to six per cent., then, on the 25th August, to four per cent., and after again rising to four and a-half per cent. during the month of October, it was in November still further reduced to three and a-half per cent. The discount of the Prussian Bank, which had risen as high as nine per cent. and remained at this high rate from the 23rd of May until the 13th July, only began to sink successively from this time forward from eight to four per cent at the close of the year.

Discount, 1866.

Date.	Bank of England.	Bank of Prussia.	Bank of Frankfort.
	Per cent.	Per cent.	Per cent.
January 1	7	7	5½
„ 5	8	7	5½
„ 30	8	7	5
February 15	8	7	4½
„ 22	7	6	4½
March 5	6	6	4½
April 19	6	6	5
May 3	7	6	5
„ 4	7	7	5
„ 7	7	7	6
„ 8	8	7	6
„ 11	9	7	6
„ 14	10	7	6
„ 15	10	7	7
„ 23	10	9	7
June 22	10	9	6
July 13	10	8	6
„ 18	10	7	6
„ 26	10	6	6
August 3	10	5	6
„ 10	10	5	5
„ 16	8	5	5
„ 23	7	5	5
„ 25	7	5	4
„ 30	6	5	4
September 6	5	5	4
„ 27	4½	5	4
October 8	4½	5	4½
„ 29	4½	4½	4½
November 7	4½	4½	4
„ 8	4	4½	4
„ 16	4	4½	3½
December 13	4	4	3½
„ 20	3½	4	3½

EXCHANGE, 1866.

	Rates of Exchange on London, short sight.		Quotations of the United States 6 per Cent. Bonds for 1882.	
	Highest.	Lowest.	Highest.	Lowest.
January	119½	118⅛	70⅜	67⅞
February	119⅞	119¼	74	70⅛
March	119⅞	119⅜	75½	72¼
April	118⅞	118	75⅝	71⅛
May	118⅛	116⅛	73⅛	65⅞
June	116¼	114⅞	69½	65⅞
July	117⅛	115	73⅛	66⅛
August	119⅜	116⅞	76½	70⅜
September	119⅛	118¼	76⅞	73⅞
October	118⅝	118⅛	73⅞	72
November	119⅛	118⅜	75½	72⅞
December	119	118¾	77	74⅞

That the banking business was, in a politico-economical sense, no lucrative one, is shown by the state of commerce, which, during the greatest part of the year, was completely crippled. Through this the abundance of money in the latter half of the year is easily explained. All banks which issue notes experienced restrictions in their circulation, which naturally reduced their stock of cash in hand and absorbed a good part of their rolling capital. However, the Prussian and North German Banks returned quicker and earlier to their normal state. If, nevertheless, many of the banks were enabled to declare a higher dividend than in the preceding year it was chiefly owing to the high rate of discount.

DIVIDENDS.

Names of Banks.	1865.	1866.
Bavarian Bank	8⅖	8½
Berlin Discount Company	6½	8
Berlin Trading Company	8	8
Berlin Cassenverein	8¼	12
Bank of Brunswick	..	..
Bank of Bremen	6½	8
Bank of Bückeburg	6½	..
Private Bank of Danzig	7 3/10	8
Darmstadt South German Bank	7½	4
Bank of Darmstadt	6½	..
Bank of Dessau	7½	7½
Dessau Credit Bank	..	..
Bank of Frankfort-on-the-Maine.	7	7⅗
Frankfort Hypotheken Bank	6	5½
Frankfort Vereins Casse	4	5⅖
Bank of Gera	7⅝	7⅜
Bank of Gotha	7½	5
Hamburg Vereins Bank	8 19/32	10 5/16
Bank of Hanover	4	5⅕
Bank of Homburg..	6½	5
Bank of Coburg	8¼	4
Private Bank of Cologne	6	6
Private Bank of Königsberg	6½	7 7/10
Bank of Leipzig	8⅕	8⅛
Leipzig Credit Bank	4	4⅝
Commercial Bank of Lübeck	5½	5½
Private Bank of Lübeck	6	7⅛

Dividends—*continued*.

Names of Banks.	1865.	1866.
Bank of Luxemburg	6	6
Private Bank of Magdeburg	$5\frac{1}{2}$	5
Bank of Sax Meiningen	7	6
North German Bank	9	$8\frac{1}{2}$
Bank of Pommerania	$5\frac{2}{3}$	$5\frac{1}{5}$
Provincial Bank of Posen	$6\frac{1}{2}$	$7\frac{1}{2}$
Bank of Rostock	6	7
Bank of Saxony	..	$6\frac{5}{8}$
Schaaffhausen Banking Company at Cologne ..	$7\frac{1}{3}$	..
Banking Company of Silesia	$7\frac{1}{2}$	$7\frac{1}{2}$
Bank of Thuringia	4	4
Bank of Weimar	$6\frac{1}{2}$	$4\frac{1}{4}$
Bank of Prussia	$10\frac{14}{15}$	$13\frac{1}{8}$

Agriculture.

To agricultural produce the night frosts in the month of May and the rain in the months of July and August did great harm, especially rye and potatoes suffered thereby. The total results of the harvest, however, prove more favourable than in the preceding, both in regard to the quantity of grain as well as straw. Herbage for fodder, including hay, gave an excellent crop.

According to the proportions mentioned in my last year's report the harvest results show themselves as follows:—

	Wheat.	Rye.	Barley.	Oats.	Peas.	Potatoes.
For 1866..	0·91	0·78	0·86	0·88	0·83	0·74
A 10 years' average from 1857–1867 ..	0·91	0·88	0·86	0·89	0·75	0·82

The greatest deficiency was in potatoes, of which the crop this year was 0·74, whereas 0·97 would have been a middling crop. The potato disease also visited in the last year this root product very severely.

The wet weather in July and August also caused great fears for the vintage, and these fears were still more heightened by the re-appearance of the grape disease. However, the improvement in the weather during the last few weeks before the gathering furthered the ripening, so that finally a very useful middling quality wine was gained, which in many parts on the Rhine, for instance in the Palatinate, far surpassed the vintage of 1864. In quantity it nearly amounted to a full vintage. The following Table shows the grain prices of the Frankfort Product Exchange in the year 1866, compared to the prices of 1865 for net goods at 200 lbs.

	Wheat.				Rye.				Oats.			
	1865.		1866.		1865.		1866.		1865.		1866.	
	Highest.	Lowest.	Highest.	Lowest.	Highest.	Lowest.	Highest.	Lowest.	Highest.	Lowest.	Highest.	Lowest.
	s. *d.*	*s.* *d.*	*s.* *d.*	*s.* *d.*	*s.* *d.*	*s.* *d.*	*s.* *d.*	*s.* *d.*	*s.* *d.*	*s.* *d.*	*s.* *d.*	*s.* *d.*
January	16 8	15 0	18 4	15 10	12 1	11 8	14 0	13 4	11 1	11 1	14 2	12 6
February	16 3	15 0	18 4	15 10	11 11	11 8	13 7	13 1	11 6	11 1	14 2	12 9
March	16 3	15 3	18 7	15 10	11 11	11 11	13 7	12 9	12 11	11 6	14 2	12 6
April	16 3	15 3	18 7	15 10	11 11	11 11	13 7	12 9	13 1	12 6	14 2	14 4
May	16 3	15 3	18 7	15 10	11 11	11 11	14 5	12 9	12 9	11 5	15 0	12 11
June	17 11	15 3	19 7	15 10	13 11	11 11	15 0	13 7	14 2	11 5	16 8	14 9
July	17 11	15 6	21 3	17 6	13 7	12 11	15 0	14 2	14 2	12 6	18 4	15 0
August	16 8	15 6	21 3	17 6	12 11	12 11	15 3	13 9	12 9	12 6	16 8	14 2
September	16 8	15 6	22 11	20 0	12 11	12 9	16 1	14 2	12 9	12 6	14 7	13 7
October	16 8	15 6	25 10	21 8	12 11	12 6	18 4	15 0	12 9	12 6	14 0	12 2
November	16 8	15 6	25 10	23 4	13 4	12 11	19 2	17 6	12 9	12 6	14 0	13 2
December	16 8	15 6	26 3	24 2	13 7	13 4	19 7	18 9	12 9	12 6	14 0	13 2

No business was transacted in barley. Remarkable was the considerable rise in wheat and rye towards the end of the year 1866.

Population.

The new census will only take place in 1867, therefore for the year 1866 all information is wanting.

Mines and Mining Operations.

The iron manufactures of the Zollverein has continued in the past years to make steady and considerable progress, not only in their quality and condition but also in their cheaper and more advantageous mode of their production. Many iron works earn more now than at the time when their prices were 40 to 50 per cent. higher, and the introduction of a cheaper rate of freight for coals (one pfennig per German mile) has been of material influence.

Notwithstanding the slow course of business the prices were in the course of the year pretty well maintained; the causes thereof were (1) less production through want of workmen, who were called into the army in great numbers; (2) considerable contracts which German railway companies had made at an earlier date, and which were executed this year.

The influence of the war on the iron trade will, therefore, only make itself felt this year. According to an official abstract of the business of the mines and iron works of the Zollverein from the years 1860 to 1864 it is shown that the production of coals has increased in Prussia 85 per cent., and in Saxony 10 per cent.; in the other principal States of the Zollverein, however, it has remained stationary. The production of peat increased in Prussia 75 per cent., in Saxony 7 per cent., in Bavaria it decreased 1 per cent. The production of iron ore was, in Prussia, 55 per cent. higher; in Wurtemburg, Baden, and Saxony, inconsiderably lower; and in the other States remained the same.

On an average the increase in 1864, compared with 1860, was 36 per cent. for coals, 30 per cent. for peat, and 46 per cent. for iron ore.

Railways.

The traffic results for the year 1866 prove less favourable than in the previous year. Although some lines have, through the transport of troops, had considerable receipts, yet there are others which for a considerable time were totally excluded from business, and those have naturally suffered very severely in their dividends.

Serious damages of the lines and artificial structures rarely took place during the war. Modern warfare acknowledges the importance of railways, and friend and foe restricted themselves to making only those lines bordering on the high roads for a time impassable, without unnecessarily or wilfully destroying them.

THE following Table gives an exact Summary of all State and Private Lines of Railway working in Germany during the year 1866 :—

	German Miles.		
	Government Railways.	Private Railways under Government Administration.	Private Railways.
(*a*) *Prussian Railways.*			
Aix la Chapelle-Mastricht	..	..	12·40
Altona-Kiel	..	..	32·70
Bebra-Hanau, and Hessian North	11·8	19·81	..
Bergisch-Märkisch	..	72·80	..
Berlin-Anhalt	..	..	47·40
Berlin-Hamburg (incl. Hamburg-Bergedorf)	..	..	39·66
Berlin-Potsdam-Magdeburg	..	..	19·74
Berlin-Stettin	..	..	82·27
Breslau-Schweidnitz-Freiburg	..	..	22·89
Frankfort-Hanau	..	..	5·46
Glückstadt-Elmshorn	..	..	4·50
Hanoverian (excl. Minden-Lölme 2·77 miles)	119·68	..	..
Homburg	..	..	2·41
Cöln-Minden, and Cöln-Giessen	..	..	70·41
Magdeburg-Cöthen-Halle-Leipzig	..	..	41·48
Magdeburg-Halberstadt	..	..	37·18
Main-Weser	27·00	..	..
Nassau	25·14	..	..
Neisse-Brieger	..	..	6·18
Lower Silesian Märkisch	64·78	..	..
Lower Silesian Branch Line	..	..	9·5
Upper Silesian, Breslau-Posen, Glogau and Stargard-Posen	..	84·21	..
Branch Line, Upper Silesian Mining District	..	12·0	..
Oppeln-Tarnowitz	..	..	10·12
Prussian East Line	111·85	..	..
East Prussian South Line	..	..	13·67
Rhenish	..	..	66·55
Saarbrück and Rhine-Nahe	18·61	16·02	..
Schleswig	..	..	29·80
Taunus	..	..	5·84
Thuringian and Werra	..	..	61·23
Tilsit-Insterburg	..	..	7·16
Westphalian	33·56	..	..
William's Line	..	24·71	..
Together 1270·52 miles	412·42	229·55	628·55
(*b*) *North German Railways. (Not Prussian.)*			
Albert Line (incl. 3·30 miles branch line)	..	..	5·11
Brunswick and	33·0	..	..
Vienenburg-Goslar	1·7	..	..
Friedrich Franz Line	16·1	..	..
Leipzig-Dresden	..	..	19·03
Lübeck-Buchener (and Hamburg)	..	..	14·60
Mecklenburgian	..	..	19·27
Oldenburg-Bremen	5·97	..	..
Heppens-Oldenburg	6·94	..	..
Saxon East State Line	25·72	..	..
Löbau-Zittau-Reichenberg	..	8·06	..
Saxon West State Line	67·85	..	..
Gössnitz-Geraer, Greiz-Brunner, Chemnitz-Würschnitz, and Borna-Kieritzer	..	8·53	..
Together 231·88 miles	157·28	16·59	58·01

Railways—*continued.*

(*c*) *South-German Railways.*	German Miles.		
	Government Railways.	Private Railways under Government Administration.	Private Railways.
Badish State Railway (and working of private lines)	92·35	4·72	..
Bavarian East Lines	..	..	81·40
Bavarian State Line (and rented private lines)	182·13	34·47	..
Hessian Ludwig's Line	..	..	29·07
Ludwig's Line (Nürnberg-Fürth)	..	..	0·8
Main-Neckar Line	11·82	..	..
Palatinate Lines	..	..	34·69
Würtembergian State Lines	82·7	..	..
Together 554·15 miles	362·00	39·19	145·96
Hereto (*b*) 231·88 „	157·28	16·59	58·01
„ (*a*) 1270·52 „	412·42	229·55	628·55
Total length of lines working in Germany .. .. 2056·55 „	938·70	285·33	832·52

Credit and Loan Associations.

According to the yearly report which was communicated to the General Assemby, the number of the associations, according to the system Schultze-Delitsch, amounted in the year 1866 to above a thousand.

About the half of this number handed in their reports at the right time, and by these, for the past year, a clear profit of 506,377 thalers Pr. was shown, from which losses to the amount of 49,134 thalers must be deducted. The greatest part of the latter, about three-quarters, arose from the depreciation of the shares of the associations.

The following Table shows the progress of these associations from the year 1859 to 1866 inclusive :—

Year.	Number of Associations.	Number of Members.	Money Advanced.	Share Capital.	Borrowed Capital.	Rate of Percentage of Share Capital against Borrowed Capital.
			Thalers.	Thalers.	Thalers.	Per cent.
1859	80	18,676	4,131,436	276,846	1,014,145	$27\frac{5}{10}$
1860	133	32,603	8,478,459	528,857	2,392,327	$22\frac{1}{10}$
1861	188	48,760	16,876,009	907,213	4,632,477	$19\frac{5}{10}$
1862	243	69,202	23,674,261	1,332,438	6,188,610	$21\frac{1}{10}$
1863	339	99,175	33,917,948	2,021,250	9,058,040	$22\frac{3}{10}$
1864	455	135,013	48,147,495	3,252,757	12,756,582	$25\frac{1}{10}$
1865	498	169,595	69,569,903	4,852,558	17,656,776	$27\frac{4}{10}$
1866	532	193,712	85,010,145	6,329,504	19,895,529	$31\frac{5}{10}$

TURKEY.

KUSTENDJI.

Report by Mr. Vice-Consul F. F. Sankey on the Trade and Commerce of Kustendji for the Year 1866.

The town of Kustendji owes its importance to a railway and harbour constructed by an English Company.

The railway is 40 miles in length, terminating at Tchernavoda on the Danube.

Grain is brought in native vessels from Bulgaria and the Principalities, cleared at Tchernavoda by the Company, carried and shipped at Kustendji at from 1*s.* 2*d.* to 1*s.* 6*d.* per quarter.

The harbour is not yet completed, and in its present state can hold from 50 to 60 large vessels. Depth of water, 22 feet.

The following vessels cleared from Kustendji during the year 1866 :—

Sailing Ships.

Greek	102
British	79
Turkish	46
Italian	41
Austrian	25
Norwegian	6
French	4
Russian	4
German	3
Prussian	2
Swedish	1
Servian	1
Dutch	1
Wallachian	1
Latin	1
Total	317*

Steamers.

Austrian	106
British	23
French	3
Belgian	1
Turkish	1
Total	134†

The exports for the year 1866, were, in local grain—

	Quarters.
Wheat	117,826
Barley	96,896
Millet	5,258
Linseed	2,606
Total	222,586

* 109,800 tons burden. † 176,218 tons register.

Grain in transit :—

	Quarters.
Wheat	74,543
Barley	194,434
Millet	55,676
Linseed	2,031
Total	326,684

And 900 bales of wool from Tultcha.

Imports by Austrian Lloyd's steamers:—Provisions and dried fruits, 12,089 packages; sugar, 3,000 barrels; manufactures, 2,050 bales: thus making the total number of packages 17,139.

The amount of grain which the Company can now carry is limited; but if warehouses to contain 100,000 quarters were constructed at Kustendji, the line could be worked at a great profit.

The harvest of 1866 was much below the average. The hard wheat was of superior quality; barley a small and light crop; and hardly any millet.

The district (Caza) of Kustendji is governed by a Mudir, under the orders of the Pasha of Tultcha. It contains 32 villages, with a population of about 25,000 souls: two-thirds Tartars; the rest Turks, Bulgars, and Circassians.

The best cultivators are the Bulgars, next come the Tartars, and then the Turks. The Circassians are much given to highway robbery and assassination, and have a great objection to a settled mode of life, or any laborious occupation.

The town of Kustendji contains about 1,500 Ottoman Christians and foreigners, principally Greeks, the same number of Tartars, and from 400 to 500 Turks.

Since the visit of Mihût Pasha, the Governor-General, the principal thoroughfares have been drained and paved, thereby adding much to the convenience and health of the town.

The authorities are now opening and clearing an old Roman acqueduct communicating with a large fresh-water lake to the northward. It is a subterranean vaulted gallery, about $2\frac{1}{2}$ miles in length, 6 feet high, and 3 feet wide, with air-shafts at every 50 paces.

The well water at Kustendji is very brackish, and contains a large percentage of sulphate of lime; and it would therefore be a great boon to the place if fresh water could be had at hand, as it is now brought in barrels from the lake; but as only a few prisoners are set to work now and then, it will take years to do what could be done in a month by fifty workmen and a good overseer.

Kustendji, August 13, 1867.

TREBIZOND.

Report by Mr. Consul W. Gifford Palgrave on the Trade and Commerce of Trebizond for the Year 1866.

The harvest in the interior of these districts having been plentiful a large quantity of corn has been brought into this market for further exportation. But owing to the very high transport tariff of the postal steamers this corn, and with it a considerable amount of goods from Persia, *viâ* Erzeroum, has been for some time lying by idle in the store-houses of the town.

Meanwhile, his Excellency the Persian Ambassador at Constantinople, in concert with the Persian Consul at Trebizond, has, in view of furthering the transit commerce from Persia, entered on a contract with a steamer, the "Fuadeeyah," belonging to Italian owners at Constantinople, but sailing under Turkish colours; and the said steamer is, in virtue of this contract, to make the voyage between Trebizond and Constantinople every fifteen days, taking the goods of the Persian transit at a fixed tariff, much lower of course than the conventional one of the companies' steamers, besides any private speculation which it may make on its own account.

The first arrival of this steamer was five days since. I sent for the captain, and an agent who was also on board, and obtained from them an exact statement of the whole transaction.

As an immediate consequence, the exorbitant tariff of the other steamers was at once lowered, and 150 sacks of corn were at once brought out of store and shipped off the same day for Constantinople.

The importance of this measure for the advantage of Trebizond, and of the Turko-Persian transit trade, hitherto much trammelled by the selfish monopoly of the Postal Companies' steamers, is self-evident.

Connected with this subject I have to add that there is at the present moment an immense supply of corn, barley, and like grain lying in the villages immediately behind the coast range of mountains, and only detained there by the want of convenient overland communications.

It would be very desirable that our own English market should profit by its export, as profit it would were two conditions fulfilled, namely, that of a good road, and that of, if possible, an English steamline to this port.

Trebizond, August 2, 1867.

VENEZUELA.

CIUDAD BOLIVAR.

Report by Mr. Vice-Consul Lewis Joel, on the Trade and Commerce of Ciudad Bolivar for the Year 1866.

Ciudad Bolivar, formerly called Angostura, the capital of the State of Guayana, is situated on the southern bank of the Orinoco, in lat. 8° 8′ 11″ N., long. 63° 45′ W. It is the *entrepôt* of the commerce of the Orinoco, Apure, Guarico, Portugueza, Metá, and Rio Negro, as well as that of the State of which it is the capital.

The rise and fall of the Orinoco at this point is about 50 feet; it being highest in August, and lowest in March. The anchorage is good, and there is four fathoms of water when the river is lowest. Large vessels can safely anchor two cables' length below the city.

Sailing vessels drawing more than eight feet invariably ascend the river by the grand mouth (Boca de Navios). The bar is passable for vessels of 15 feet draught at all seasons of the year; but from March to November it is smoothest and easiest. The river is somewhat difficult of access, as all charts differ materially in their longitude, and even the seamen who are in the habit of trading here from Europe and the West India Colonies give various accounts of the coast line. The navigation of the river is difficult, but the pilots bear a good character for efficiency. The most difficult passes are those of Yaya and Mucura.

The Macarao branch of the Orinoco is used by small vessels, and by the steamers running between this city, Trinidad, and La Guayra, as they do not draw more than seven feet. Her Majesty's ship "Minstrel," drawing 8½ feet ascended this branch in January last. The bar has 10 feet of water, and is safe and smooth at all seasons of the year.

Imports.

The imports consist of British, French, and German manufactured goods; Spanish and French wines, and flour, lard, and cheese from the United States.

Though at least half the manufactured goods, and a still larger proportion of the cotton fabrics, are British, there is no direct trade with Great Britain, nor is there an English commercial house established here. Nearly all the trade is in the hands of German merchants, and British goods are brought here in vessels with assorted cargoes from Hamburg and Bremen.

It is impossible to form an accurate estimate of the value of the imports; the Tariff being so excessively high, a systematic evasion of duties is carried on. The value of merchandise imported during the year 1866 was 504,698 pesos (83,184*l.* sterling), according to the returns of the Custom-house; but double these figures would be nearer correct.

The British goods most in demand in this market are cotton fabrics of common and medium qualities, printed cottons, linen sheetings, hosiery, cutlery, ironmongery, pale ale, and porter.

Exports.

The exports are gold in bars and dust, hides, deer-skins, cotton, coffee, cocoa, indigo, tobacco, tonquin beans, balsam copaiba, cattle, and Dr. Siegert's bitters.

Except a portion of the gold and cotton sent to England by way of

Trinidad, and some few hundred live cattle sent to the British West Indian Colonies, the whole of the exports go to the United States, Hamburg, and Bremen.

The Custom-house returns of the exports are, for the reasons assigned, as regards the imports, unreliable. An export duty of 10 per cent. was leviable on gold until March of the present year, when it was declared free of duty; and though it was notorious that every steamer during the past year took away large quantities, not an ounce paid duty, nor is gold mentioned as an item of export in the Custom-house returns, which, for the year 1866, show the value to have been 308,526 pesos, or 47,466*l.* sterling. These figures may safely be doubled.

Auriferous Deposits.

The port to the mining district is Puerto de Tablas, 72 miles east of this. About 48 leagues south-east of that port is the district of Caratal, the only point where mining operations to any extent are carried on, though the same auriferous formation has been traced north-east and south-west for a distance of more than 90 miles.

The predominatory rock formations are highly metamorphosed slates, generally of a talcose nature, sometimes assuming a chloritic character. Their course is about north-east and south-west, with a dip to the south-east at an angle of about 65°.

The veins of auriferous quartz vary from 24 inches to 48 inches in width, and the talcose slates being partially decomposed to a depth of about 50 feet, the extraction is comparatively easy. In many cases the quartz crop out, showing veins of gold on the surface. The quartz is much coloured with oxide of iron running through it in small bluish veins, and in the vicinity of these the gold is more concentrated than in other portions of the deposits. The yield of gold is from 50*l.* to500*l.* sterling per ton of quartz.

There is no crushing machine in the district, and only the most primitive appliances are now used. A company recently incorporate *d* in the United States under the concessions granted by this Government to Mr. J. B. Austin, have sent out portions of machinery for quartz crushing, the remainder is soon to follow, when the whole will be transported to Caratal.

Though the existence of gold in this district has been known, and mining operations to a very limited extent carried on for 12 years, it is only two years since public attention has been called to the unusual richness of these deposits.

The population of Caratal is now about 4,000, and it is daily increasing. The climate is not healthy, and during the rainy season fevers of a very virulent nature prevail.

The yield of gold during the past year was to the value of about 100,000*l.* sterling.

Alluvials.

In the bed of the river Yuaruari, and in the streams descending from the mountains and hills during the rainy season, and on the flanks of the hills and mountains themselves, the precious metal has been found wherever the experiment of "panning" has been tried, the gold having been eliminated by the disintegration of veins of auriferous quartz.

Agriculture.

The agricultural products of this State and its dependencies are cotton, coffee, cocoa, tobacco, Tonquin beans, indigo, sugar-cane, rice, Indian

corn, yams, Yuca beans, peas, and plantains. Of these only the first six mentioned are exported. The climate is too hot to produce wheat, and as the duty on each barrel of flour is 17*s.* sterling, bread is consequently so dear that it is not obtainable by the labouring and poorer classes, who use the casava bread as a substitute.

The State contains 21,000 square leagues of land, about half pasture and half forest. The population is said to be about 30,000. The soil is everywhere adapted to the cultivation of cotton and tobacco, but, owing to the general apathy which has succeeded the revolution of 1859–64, and the sparseness of the population, but very limited quantities are produced.

Manufactures.

Common soap, tallow candles, coarse brown sugar, and rum, and these to a very limited extent, constitute the manufactures of this State. Though cotton pays an export duty of 4*s.* 9*d.* per cwt., and a very high rate of freight, fabrics, even to the commonest grey shirtings, are imported, paying an import duty of 60 per cent. on invoice cost; and though sugar-cane could be cultivated to an almost unlimited extent, refined sugar, notwithstanding that its importation is prohibited, is brought here from Germany, France, and the United States.

Climate.

There are two seasons, the dry and the rainy; the latter commences in June and continues till September. The mean temperature throughout the year is 88° F. In the dry season the mean from 6 A.M to 6 P.M. is 92°, and from 6 P.M. to 6 A.M. 78°. During the months of August, September, and October, the heat is very oppressive, and fevers of a very virulent character prevail to a distance of 20 miles from either bank of the river, caused by the miasma generated by the action of the sun on the vegetable matter left on shore by the annual fall of the river.

Intermittent fever is more or less prevalent here throughout the year, caused by the malarious exhalations from the lagoon situated at the south-east end of the city.

Trade Review.

The revolution, which commenced in 1859 and continued till 1864, notwithstanding that Guayana remained faithful to the Government until the success of the revolutionary party in all the other States obliged her to capitulate, has had a fatal influence on her commercial prosperity. The incursion of revolutionary parties into her territory during this period, and the consequent loss and destruction was but little compared with the devastation and depopulation of her neighbouring States, where families, before affluent, have been impoverished, cattle estates abandoned, the cultivation of cotton and tobacco greatly diminished, and confidence in trade entirely uprooted. It is estimated that the commercial houses of this city lost by bad debts during this period, consequent on the revolution, over 200,000*l.* sterling.

Taking the year immediately preceding the revolution as a basis of comparison, we have the value of the exports in 1858, according to the Custom-house returns, at 166,146*l.* against 47,466*l.* in 1866.

Imported goods are sold to the merchants of the Upper Orinoco and Apure on a credit of from six to 12 months, and paid for by them in produce. The importer's profit is said to be very large. This trade will, however, show no improvement until immigrants shall arrive who will devote themselves to agricultural pursuits. Had it not been for the yield of gold in Caratal during the past year the trade of this State would

have been completely paralyzed, and there can be no permanent improvement until a stronger or better systemized Government will put down the constantly-recurring political outbreaks.

Duties.

The duties are excessively high, and, as every article is specifically enumerated, the Tariff forms a medium-sized volume. The following extract shows the duty on the principal articles imported:—

Cotton fabrics of all kinds from 50 to 60 per cent. on invoice cost; woollen cloths, 4*s.* 9*d.* per vara; boots, men's, 9*s.*, women's, 4*s.* 6*d.*; shoes, men's, 4*s.*, women's, 3*s.* per pair; tea, 2*s.* 6*d.* per lb.; flour, 17*s.* per barrel; lard, 6*s.* 9*d.* per cwt.; ale and porter, 17*s.* 6*d.* per barrel of four dozen bottles; sherry, champagne, port, &c., 21*s.* per dozen; common claret and red wines, 7*s.* per dozen; pianos, grand, 19*l.*, upright, 11*l.* each; and almost everything else in proportion. In addition to the above, there is a municipal tax of 3 per cent. and a State tax of 3 per cent. on all imported merchandize.

The prohibited articles are coffee, cocoa, refined sugar, and rum, except in bottles.

Machinery for mining or agricultural purposes, rod and bar iron, and a few other articles of trifling import, are free of duty.

Shipping.

There are no British vessels engaged in the trade between Europe and this port; the entire trade is done in German and French bottoms. An occasional vessel from the United States, and one or two small vessels trading to Trinidad and Demerara, constitute all the British shipping entering this port, except a steamer subsidized by this Government to carry the mail, which makes monthly trips between this city, Trinidad, Cumana, Barcelona, and La Guayra.

In 1849 certain privileges were granted by this Government to an American company for the navigation of the Upper Orinoco and Apure, and in 1850 the first steamer commenced to run between this city, San Fernando de Apure, and Nutrias. The line was continued with praiseworthy enterprise until 1865, when the steamer "Apure," while about to land her passengers at Apurito, was fired into by a revolutionary party, and her captain, engineer, and others killed. On her return here she was abandoned to the Government, and the company closed their connection with this country.

There is now no steam communication with the Upper Orinoco and its tributaries. Produce is brought down from Nutrias and other points in launches, the voyage occupying from 25 to 50 days.

The port charges amount to about 5*s.* per ton, and pilotage to 12*s.* 10*d.* per foot.

Currency.

Venezuela has no gold coin, and but a very limited amount of silver. The gold and silver currency of England, France, the South American Republics, and the United States, is in general circulation. The Spanish and South American doubloons pass for 21 pesos, the American double eagle for $26\frac{3}{4}$ pesos, the English sovereign for $6\frac{1}{2}$ pesos, the Napoleon for $5\frac{1}{3}$ pesos. European and American silver coin 5 per cent. discount on the foregoing rates.

Weights and Measures.

The weights and measures are English, except the land and cloth measure, which is the Spanish vara of 33 English inches; the league is 6,666 varas.

Foreign Population.

The foreign population of this city is not more than 100, chiefly Germans, and of the entire State not more than 200. This does not include the coloured race, a great many of whom claim British protection as having been born in the British West India Colonies. The total population of this city is 8,000.

General Remarks.

The necessities of life, house rent, and servants' wages, are extremely high; the market poorly supplied; fruit and vegetables scarce and dear. The average retail cost of imported articles is nearly three times that of any European city.

Ciudad Bolivar, July 9, 1867.

UNITED STATES.

SAN FRANCISCO.

Report by Mr. Consul W. L. Booker on the Trade and Commerce of San Francisco for the Year 1866.

In 1866, 145 British ships, measuring 75,095 tons, entered this port, of these 119, measuring 65,305 tons, arrived from Great Britain and British Colonies. The value of the cargoes from British and colonial ports amounted to 548,720*l.*, and from foreign ports to 203,900*l.* In the same period the following ships arrived from foreign ports:—

Nationality.	Number of Vessels.	Tonnage.	Value of Cargo.
			£
United States	263	219,829	5,240,228
France	20	7,987	126,000
Belgium	1	320	800
Hamburg	22	9,471	113,250
Bremen..	7	2,445	43,050
Italy	4	1,382	17,100
Prussia	9	3,628	36,600
Denmark	5	1,373	16,140
Russia	9	3,484	38,600
Holland..	2	930	19,600
Hanover	2	923	4,480
Norway and Sweden ..	3	1,405	20,500
Spain	1	217	In ballast.
Portugal	1	1,484	In ballast.
Austria	1	225	4,000
Columbia	7	1,695	11,000
Mexico	6	901	5,650
Sandwich Islands ..	7	2,106	38,200
Society Islands.. ..	7	824	4,100
Argentine Republic ..	1	291	400
Chili	1	224	3,000
Peru	1	1,068	In ballast.
Siam	1	773	15,000

The increased demand for shipping to carry off the produce of the country has attracted the attention of our shipowners, and it will be seen by the following table that they have not been backward in taking advantage of the trade opened to them. The arrivals of American or foreign have neither increased nor varied materially for several years past. Last year there were 63 arrivals from the Australian Colonies, almost all bringing Australian coal, a trade increasing with the demand for shipping here:—

Year.	British Shipping.	
	Vessels.	Tonnage.
1862	33	15,683
1863	43	26,816
1864	81	49,702
1865	100	62,201
1866	145	75,095

I give below the total Arrivals, with the countries from which the ships arrived :—

Country.	Vessels.	Tonnage.
From Atlantic Ports of the Union	83	90,176
Pacific Ports of the Union .	1,654	320,779
Great Britain	38	24,732
France	13	6,133
Hamburg	14	5,900
Australia	90	43,265
China	38	23,092
Japan	12	3,222
Manilla	13	7,382
New Granada	37	106,939
British Columbia	35	18,695
Mexico	50	27,327
Central America	22	20,205
Hawaiian Islands	44	16,918
Society Islands	20	3,031
Brazil	9	2,417
East Indies	6	2,818
Batavia	4	1,324
Spain	1	337
Italy	1	543
Chili	2	476
Peru	13	6,480
Chincha Islands	1	224
Russian Possessions, America	5	3,488
„ „ Asia ..	7	2,356
Whaling Voyages	29	8,315
Fishing Voyages	16	1,689

In the same period the Departures were as follows :—

Country.	Vessels.	Tonnage.
To Atlantic Ports of the Union ..	33	32,956
Pacific Ports of the Union ..	200	133,571
Great Britain	59	40,900
France	3	1,805
Australia	108	48,562
Batavia	1	400
Manilla	2	1,529
China	37	23,614
Japan	8	1,736
Hawaiian Islands	42	16,268
Society Islands	16	2,430
Mexico	46	27,959
New Granada	36	103,809
Central America	27	21,769
British Columbia	47	23,749
Peru	30	24,676
Chili	6	2,053
Bolivia	7	7,994
Brazil	1	238
Howland's Island	1	654
McKean's Island	2	1,272
Cathcart's Island	1	497
Russian Possessions, Asia ..	9	5,803
„ „ America .	4	3,235
Whaling Voyages	36	9,099
Fishing Voyages	11	1,193

During the year the receipts of gold and silver from the interior of this State, and the neighbouring State of Nevada, have amounted to 8,773,000*l.*, and by sea from the northern part of this State, Oregon, and the territories of Washington and Idales, 1,888,100*l.*; of the foregoing receipts, 102,000*l.* were in coin. The receipts from British Columbia in the same period amounted to 428,634*l.* The total receipts in 1865 from this State and the neighbouring States and territories, and British Columbia, were 10,733,700*l.*; in 1864, 10,702,600*l.*; and in 1863, 9,634,000*l.* The foregoing receipts are those which have passed through channels affording means for collecting statistical information, and are probably within three to four per cent. of the amount brought to this city. The exports of treasure for the past five years I give below.

Year.	Eastern Ports of the Union.	England.	France.	China.	Other Ports.	Total.
	£	£	£	£	£	£
1866	5,848,980	1,306,400	187,800	1,305,450	224,200	8,872,830
1865	4,116,680	3,146,920	..	1,394,625	454,425	9,112,650
1864	2,463,225	6,887,300	..	1,577,775	213,150	11,141,450
1863	2,077,865	5,693,450	..	841,275	616,200	9,228,790
1862	5,238,805	2,590,030	..	532,150	151,400	8,512,380

All the shipments to France used formerly to pass through England, but the new line of French steamers from Colon to St. Nazaire gives shippers the opportunity of transmitting their treasure direct.

The following return gives the value and destination of Exports other than treasure:—

	£
To Eastern Ports of the Union	1,148,900
Great Britain	521,800
Australian Colonies	533,300
Vancouver Island and British Columbia ..	214,700
China	303,700
Japan	24,600
Mexico	340,700
Sandwich Islands	179,000
Other Countries	117,700
Total	£3,384,400

The shipments to Great Britain have been composed mainly of the following articles:—

Wheat	qtrs.	246,868
Flour	barrels	14,850
Copper Ore	tons	4,590
Silver Ore	„	312
Copper and Silver Ore	„	19
Gold and Silver Ore	„	42
Plumbago	„	62
Manganese	„	77
Quicksilver	flasks of 75 lbs. each	3,000

The following statement shows the value of the Exports to all points, of leading articles of California produce for the past three years:—

Articles.	1866.	1865.	1864.
Wheat .. .. qtrs.	453,600	78,560	85,280
Barley .. .. „	74,170	37,300	7,450
Oats .. .. „	57,350	4,000	8,400
Flour .. barrels	320,000	167,200	121,200
Mustard Seed bushels	9,300	13,300	3,100
Quicksilver .. flasks	30,287	42,469	36,918
Wool .. .. bales	10,154	15,328	15,998
Hides .. number	157,350	340,000	329,300
Wine .. .. pipes	616	444	172
„ .. .. casks	361	167	76
„ .. .. cases	3,250	1,915	500
Copper Ore .. tons	18,900	23,800	11,280
Silver Ore .. .. „	352	520	335
Resin .. .. cases	92	460	3,300

The crop of cereals last year was of the most abundant character, as will be seen by the large shipments made to various points. The exports in the year 1866 were as follows:—

Country.	Wheat.	Flour.	Barley.	Oats.
	Quarters.	Barrels.	Quarters.	Quarters.
To Eastern Ports of the Union ..	71,620	6,650	7,750	..
Great Britain	246,868	14,850	230	..
Australia and New Zealand ..	141,020	121,000	61,800	52,750
Vancouver Island	3,900	16,900	1,600	..
China	47,776	106,060	975	..
Sandwich Islands	..	6,500	400	650
Japan	550	9,100	350	380
South America	850	6,400	..	..
Mexico	..	12,060	850	600
Other Countries	6,100	29,250	..	..

The export of last year's crop, up to the 30th June last, was as follows:—

Country.	Wheat.	Flour.	Barley.	Oats.
	Quarters.	Barrels.	Quarters.	Quarters.
To Eastern Ports of the Union ..	161,925	190,160	6,965	..
Great Britain	499,995	50,140	700	..
Australia and New Zealand ..	34,820	58,550	23,180	24,038
China and Japan	29,040	97,177	7,500	1,750
East Indies	350	13,700	..	..
Other Countries	1,050	72,870	3,350	1,600

The crop of wheat, which is now being harvested, promises to be both of good quality and abundant. It is estimated that we shall have for export over 1,000,000 quarters. The barley crop will not nearly equal that of last year. Oats will turn out, it is thought, a full average crop. The price, free on board, at which shipments of grain have been made up to the present time are given below:—

	1866.							
	Wheat per Quarter.		Barley per Quarter.		Oats per Quarter.		Flour per Barrel	
	s. d.	*s. d.*	*s. d.*	*s. d.*	*s. d.*	*s. d.*	*s. d.*	*s. d.*
July	33 6	to —	14 6	to 16 3	20 0	to 21 0	21 9	to 23 0
August	33 6	—	16 3	18 0	20 6	21 0	21 9	—
September.. ..	33 6	35 0	16 3	19 0	21 0	—	21 3	21 9
October	37 0	39 0	15 9	17 0	20 6	21 0	23 9	—
November.. ..	43 0	44 0	16 3	18 0	20 6	21 0	23 9	26 3
December.. ..	40 0	42 0	16 6	18 0	21 0	—	23 9	—
	1867.							
January	40 0	to 41 0	15 9	to 17 0	19 0	to 20 6	21 6	to 22 6
February	38 0	—	15 9	16 3	17 0	17 6	21 9	—
March	38 0	40 0	15 9	16 3	17 0	17 6	21 9	22 6
April	44 0	50 0	15 9	16 3	17 6	—	24 6	26 0
May	48 0	49 0	15 9	16 3	17 0	—	26 0	26 3
June	39 0	45 0	16 3	—	17 6	20 0	21 9	26 0

The freight to England varied from 2*l.* 5*s.* to 3*l.* 15*s.* per ton, the latter rate only ruling in January and February last. 2*l.* 15*s.* to 3*l.* were the freights paid for most of the shipments.

Coal.—The importations in 1866 were as follows:—

	Tons.
English	7,400
Sydney, N. S. W.	53,700
Vancouver Island	10,850
Bellingham Bay and Coose Bay (Washington Territory)	2,500
Chili..	14,800

The main feature in the importation is the increased supply of coal from the mines of New South Wales, and which has gone into general use far more than heretofore. The yield of the mines of this State, situated at Mount Diablo, has largely increased, amounting to about 80,000 tons, against 60,000 in 1865. This coal (lignite) sells in the city at 28*s.* to 32*s.* per ton, and is largely used by the river steamers and for domestic purposes. Australian coal has varied from 40*s.* to 48*s.* per ton. Bellingham Bay has met a steady demand at about 40*s.*; Vancouver Island has been chiefly purchased by the Gas Company at about 44*s.* Very few cargoes of English or anthracite coal have been sent here for sale, the receipts being almost all on account of the Pacific Mail Steamship Company.

Metals.—Iron has been received here in larger quantities than in 1865; pig has been in fair demand throughout the year; in the first six months it ranged from 10*l.* 10*s.* to 12*l.* per ton, but afterwards it declined, and continued steady at 7*l.* 10*s.*; refined bar has averaged about 15*l.*, boiler plate about 19*l.*, and sheet at 20*l.* to 20*l.* 10*s.* per ton.

Gunpowder.—The local works have manufactured during the past year 73,000 kegs of blasting, which has been sold freely at 17*s.* per keg. A new mill will shortly be in operation. The imports of all descriptions have amounted to about 55,000 kegs.

Naval Stores.—Resin and spirits of turpentine have been largely manufactured, but the prices the past year have not generally been remunerative. Resin has been sold as low as 24*s.* per barrel, and turpentine 2*s.* to 2*s.* 6*d* per gallon. The imports of oakum have been greatly in excess of previous years, and the stock at the close of the year exceeded 5,000 bales.

Manufactures of Cotton, Wool, Linen, &c.—The trade in this branch has rather decreased from what it was in former years, since only such goods can be imported at present as are not made in the United States. The protection afforded to eastern manufacturers by the Tariff is quite sufficient to shut out nearly every article of large consumption, comprising drills, sheetings, demins, ticks, cottonades, shirtings, &c. In fancy goods, hosiery, and very fine white goods, the usual amount of trade is still being done, nor is there any prospect at present that these articles will be manufactured in the United States. Large quantities of staple goods have formerly been imported and sold in bond for the Mexican market, and to some extent for Honolulu and Victoria, but of late the demand for these countries has entirely ceased, in consequence either of direct importations from Europe, or a falling off in the consumption, in the above named parts, for this description of goods. British manufactures of wool are still selling to the same extent as before, although the additional duty imposed, especially upon woollen goods, during last Congress, will render the cost of goods so high as to eventually reduce the consumption; up to the present this has not been felt so much, as worsted goods have declined considerably in the producing districts of England, and large stocks were held here which had been entered at the lower rate of duty. All lower classes of heavy woollen goods, including blankets, flannels, Union cloths, &c., are virtually prohibited by the Tariff. In carpets, especially those printed on the warp, the usual business has been done. Linen goods:—The Tariff on this description of goods having remained unchanged, there is scarcely any competition of domestic manufactures, and the consumption is steadily increasing. Manufactures of jute have been imported in very large quantities for bagging; the prospects are, however, that as soon as cotton fabrics, suitable for this purpose, can be placed upon the market at a slight reduction upon present prices, the consumption of jute goods will very materially decrease.

Coffee.—The Imports from all points were as follows:—

	Cwt.
From Brazil	15,370
Costa Rica	23,826
Java	4,902
Manila..	11,696
Sandwich Islands	957
Guatemala	15,228
Total	71,979

The consumption has averaged 4,800 cwt. per month, and the stock of all sorts at the close of the year was about 12,000 cwt. Prices have been tolerably uniform throughout, ruling from 104*s.* to 114*s.* per cwt.

Rice.—The Imports have been as under:—

	Tons.
From China	9,573
Calcutta	970
Sandwich Islands	148
Manila..	127
Other Places	116
Total	10,934

The stock on hand was estimated at the close of the year at 6,000 tons. The prices varied but little from 33*s.* 6*d.* per cwt. for No. 1 China tea. The importations in 1866 amounted to 2,531,450 lbs., of which 1,645,400 lbs. came from Japan; the consumption of Japanese teas has

greatly increased, and it is estimated to amount to within 25 per cent. of the whole quantity consumed; large shipments have been made to New York, viâ the Isthmus; the stock of all kinds amounted at the end of the year to 800,000 lbs. Almost all the China green teas received were sent on to Great Salt Lake City. The new line of steamers to Japan and Hong Kong will, it is expected, cause a great change in the tea trade in America, as the New York market can be reached in from 42 to 50 days.

Sugar.—The Importations were as follows:—

	Cwt.
From Manila..	168,602
China	1,597
Peru	27,846
Sandwich Islands	120,729
Batavia	22,605
Central America	13,048
Total	354,427

The Manila sugar was imported altogether for the Refining Companies, and cost 23*s.* per cwt. in bond, China averaged 23*s.* 6*d.*; Peruvian, 28*s.*; Sandwich Islands, 23*s.* 6*d.* to 32*s*; Batavia, 32*s.* to 32*s.* 6*d.*: Central America, 19*s.* to 20*s.*; and refined, from eastern States of the Union, 57*s.* to 59*s.* per cwt. The stock on hand of all sorts at the close of the year amounted to 73,062 cwt. The total consumption of raw sugars by trade, in their original state, and by refiners, is estimated at 283 035 cwt. Of the above there was consumed as refined 101,785 cwt. Owing to large importations of fine grades of Hawaiian (Sandwich Islands) sugars, a great competition reigned throughout the year between importers of this kind and refiners, and prices ruled very low, reaching 57*s.* per cwt. for white refined, and 47*s.* for best grades of Sandwich Island, prices which left considerable loss to the producers.

Wool.—The clip the past year did not result so favourably as was expected, the supply not exceeding 7,000,000 lbs. In the spring, sales of good wool (merino cross) were made at 10½*d.* to 11*d.* per lb. The autumn clip was sold at first at 9*d.*, but declined towards the close of the year to 7*d.* to 8*d.* per lb. The season has been favourable this year, and the spring clip has been quite an average, and has been delivered in better condition than in any previous year. The price has ranged from 9*d.* to 11*d.*, according to quality.

Wine and Brandy.—The grape cultivation is being extended, and more attention is paid to the quality than heretofore. It is difficult to correctly estimate the quantity manufactured, the Surveyor-General of the State putting it at 1,250,000 gallons, and many practical men, in a position to collect reliable information, at over 2,000,000. Dr. Charles M. Wetherill, of the Smithsonian Institute, has made an analysis of some of our Californian wines. The following is that gentleman's published statement of their composition.

Kind.	Specific Gravity 62 per cent.	Specific Gravity of the Wine free from Alcohol.	Volumes per Cent. of absolute Alcohol.	Per Cent of Sugar from the Density of the Wine free from Alcohol.	Per Cent. of Sugar determined by Fehling's Test.	Per Cent. of Acids, all estimated as dry Tartaric.
Sonoma Valley White Wine ...	0·9933	1·0050	8½	1	Trace	0·500
Red Wine, vintage 1858...	0·9944	1·0078	10	2	Trace	0·416
Angelica	0·9812	1·0655	15	16	16·13	0·259
Muscatel	0·0500	1·1730	19	18	16·63	0·259
California Hock, vintage 1860 ...	0·9893	1·0074	14	2	0·83	0·388
Port	1·0086	1·0305	18	7½	6·76	0·324

The new excise duty on brandy of 8*s*. per gallon has seriously interfered with the manufacture, and there is little doubt but that a duty of 3*s*. to 4*s*. would yield a larger revenue to the Government, and give the grape growers a fair chance of manufacturing the article to advantage.

Hides.—The exports the past year considerably decreased, only amounting to 157,350, against 340,000 in 1865. The price of dry was tolerably steady at 7*d*. per lb., and of wet at 3*d*. to 3½*d*.

Tallow.—There was a small export demand, but for local wants the enquiry was steady at 35*s*. to 38*s*. per cwt.

Mines.—The mining interests of the State and neighbouring States and territories are identified more than ever with the interests of all classes of the general community. Capital, necessarily required for the descriptions of mining, now carried on to the greatest extent, can be secured when the prospects are considered favourable, as easily as it can be for other enterprises, and, as the field is unlimited, there is, therefore, no prospect of any falling off in the production of the precious metals; rather may we look for an increased supply. The original "placer" mining of this State has become almost exhausted, but still the working of "free" gold is carried on very extensively, the deposits being in most cases at some depth, a greater amount of labour, however, is requisite to get at and work them. The beds of rivers, which afford good mining, are reached by either turning the whole watercourse through a new channel provided for it, or by a "wing-dam" extending half-way across the river, the natural fall leaving a portion dry. Hydraulic mining, where practicable, affords the best chance of success, the labour required being so trifling compared with the quantity of dirt made available for washing, and washed with such facility by the great supply of water. The mode adopted is by playing water, brought from a height through a hose, against a bank of earth. The cement and gravel deposits, discovered within the past few years, afford an excellent field for employment of labour and capital; at first, a difficulty was experienced in extracting the gold, but the system of reducing the whole material to powder, through the aid of stamping mills, has removed it, and not being hard, a great quantity can be stamped out by a mill of comparatively small power; that is comparatively with what the same mill would do when employed in crushing quartz. The beds of old rivers give employment to many, but the amount of tunnelling or shaft sinking required ordinarily renders it the most precarious of all mining. The quartz mines of California are worked very extensively, and capitalists of this city have invested largely, meeting on the average with good returns. It is now found that the most profitable mines are those which have a great breadth of vein, even if the yield per ton be small; as there is then comparatively no limit to the quantity which can be worked, if the locality be favourable for using water power, or afford means of an abundant supply of fuel, with sufficient water for working the ores. A new class of gold-bearing deposits has been discovered in soft slate; the yield per ton does not usually exceed 16*s*. to 24*s*. per ton, but the gold is easily and cheaply worked, by passing the material through a mill. The silver mines of Nevada State, in the Washoe District, have yielded a fair average amount, and the work is now of a more legitimate character than I have heretofore had to report it; but still the amount distributed amongst shareholders in the large mines, in comparison with the gross amount received, appears small, as will be seen by the following extracts from the "Annual Circular," issued by the Board of Brokers at termination of 1866:—

"Hale and Norcross exhibited the most regular and rapid progression during the past year of any stock on the list, opening in January at

240 dollars, improving to 1,090 dollars in March, receding to 950 dollars in April, then gradually advancing to 1,800 dollars in October, since which time no sales have publicly transpired. At the close, it is firmly held, with bids at 2,500 dollars. The monthly bullion returns of this Company have increased from 51,546 dollars 93 cents in February 1866, to 167,034 dollars 89 cents in November, giving a total for those ten months of 1,055,419 dollars 87 cents. This sum was produced from 22,626 tons of ore, showing an average yield of 46·65 dollars. Ten dividends have been disbursed to shareholders out of their net earnings during the year under review, amounting in the aggregate to 350,000 dollars. In the month of December, besides the regular dividend of 100 dollars, an extra one of 200 dollars was declared, making a total distribution in that month of 120,000 dollars.

"'Savage' met with marked appreciation since July last, and from that period extensive deposits of ore have been disclosed in their lower levels. In January this stock sold at 700 dollars, steadily advancing to 1,100 dollars in April, receding to 865 dollars in July, and then rapidly improving to 2,050 dollars in December, closing at 2,200 dollars asked. The aggregate yield of bullion for the fiscal year, closing with July 1866, was 1,303,852 dollars 91 cents from 29,535 tons of ore, or an average of 44 dollars 14 cents per ton. During the five months, ending with November last, the yield has been 890,861 dollars 59 cents from 19,384 tons of ore, or an average of nearly 45 dollars per ton. Taking half the product of the last fiscal year, say 650,000 dollars, as belonging to 1866, and we have a total of 1,540,861. From July to the close of the year 360,000 dollars have been paid to stockholders in dividends. We learn from the mine that, during the week ending December 29th, splendid ore had been found in the south-east drift on the seventh station, 80 feet south-east from Winze No. 2, while working towards the Curtis Shaft.

"'Yellow Jacket' exhibits a fluctuating record for the past year, selling at 440 dollars in January, 935 dollars in April, down to 580 dollars in July, then at 770 in September, receding to 600 dollars the next month, in December met with a rapid advance to 1,410, and closing yesterday at 1,315 dollars. The amount of bullion produced by this company during the past year has been about 2,300,000 dollars, the largest monthly yield was 379,700 dollars in August, and the lowest in February 96,500 dollars, and from this sum 390,000 dollars was distributed to stockholders in dividends. One assessment of 180,000 dollars, 150 dollars per foot, was levied in February 1866. From the 1st to the 24th December, 116,712 dollars 73 cents have been accounted for in bullion, and that month will probably show a yield of 160,000 dollars. The news from this claim is very favourable, and it is said that the south mine is improving daily. No change is reported in the north mine, and during the rainy and inclement weather of the past month, neither mill nor mine sustained any damage.

"'Crown Point' increased in market value, from 565 dollars in January, to 1,390 dollars in the month of April; sold at 950 dollars in May, and 1,050 dollars in June; dropped to 700 dollars in July, during which month the bullion returns were meagre and amounted to only 37,500 dollars; rallied to 925 dollars in August, receded to 880 dollars in September, and from that time improved to 1,200 dollars in December, and during the past week sold at 1,300 dollars. The heaviest receipts of bullion during the twelve months of 1866 were in February, amounting to 155,461 dollars 63 cents, and the lowest in July as above stated. For the year, the yield has been 1,273,503 dollars from, say, 33,370 tons of ore, previously the mine produced 217,748 dollars 14 cents, making a

total of 1,491,251 dollars 14 cents. During the past year this company declared six dividends, 50 dollars per foot in March, 80 dollars in April, May, and June respectively, and 50 dollars in November, and the same amount in December, aggregating 234,000 dollars.

"'Gould and Curry' sold at 885 dollars in January, reached the highest point during the year in February, 1,060 dollars, steadily declined to 450 dollars, in November advanced to 775 dollars, and brought 625 to 620 dollars during the past week. During the fiscal year ending November 30th, 1866, the product bullion of this company amounted to 1,635,383 dollars 92 cents, being the yield of 58,163 tons of ore. March produced the most of this sum, 174,096 dollars 46 cents, and July the least, 105,446 dollars 49 cents. The bullion received in December was 108,427 dollars 14 cents. This lessened yield is due to the necessary general repairs required at the mill, obliging them to run at half capacity during the greater part of the month. The ore product of that month was about 2,350 tons, of which 1,550 tons were delivered to the Gould and Curry Mill, and 700 tons to Custom Mills. Three dividends were paid in 1866, in January 50 dollars per foot, in April 80 dollars, and in June 80 dollars, making an aggregate disbursement of 252,000 dollars to stockholders.

"'Chollar Potosi' improved from 139 to 390 dollars, receded during the succeeding seven months to 102 dollars, and in December sold at 245 dollars, closing at 219 dollars. In the year just closed, this company received about 850,000 dollars in bullion from, say 47,800 tons of ore. A large amount of this ore was of a low grade, and was sold at the mines at an verage of about 3 dollars per ton.

"'Empire' opened in January at 250 dollars, sold in March at 280 dollars, then declined to 75 dollars in September, and from that period advanced to 207 dollars in December, selling during the past week at 200 dollars. From a very full statement furnished us in regard to this mine, we condense the following: bullion product of 1866, 486,771 dollars 78 cents; dividends disbursed to stockholders, 32,400 dollars; and the amount of ore reduced was 19,750 tons.

"'Imperial' advanced from 113 dollars in January to 177 in March, gradually receding to 94 dollars in August, then improved to 145 dollars in December, selling at 130 dollars during the past week. This company shows a bullion yield of about 909,150 dollars in 1866, from 39,322 tons of ore. During the same year dividends to the amount of 176,000 dollars were paid to shareholders.

"'Ophir' rose from 345 dollars in January to 750 in March, then rapidly receded to 83 dollars in November, rallied to 235 in December selling at the close at 155 dollars. During the fiscal year, closing with November last, 448,324 dollars 9 cents were received in bullion from 11,163 tons of ore, showing an average yield of about 40 dollars per ton. In October 1866, an assessment of 72 dollars per foot was levied, and in December one of 60 dollars.

"'Alpha' rose from 200 dollars in January to 370 dollars in February, fell to 271 dollars in March, advanced to 450 dollars in the following month, then receded to 95 dollars in August, since which time it has been out of the market, until the close of December, when a few shares were disposed of at 150 dollars, yesterday it sold at 200 dollars. During 1866, three assessments were levied, amounting in all to 144,560 dollars.

"'Belcher' sold in January at 145 dollars, advanced to 377 dollars in April, then declined from month to month to 62 dollars in November, rallying to 145 dollars in December, and selling during the past week at 130 to 132 dollars. Three assessments were asked of the stockholders

during the year under review, 60 dollars in March, 45 dollars in July, and 33 in October, total 143,520 dollars.

"'Overman' fluctuated very materially during the past year, selling at 41 dollars in January, 95 dollars in March, then at 27 dollars in June, and 50 dollars in July, receding to 17 dollars in December, and at the close brought 17 dollars. This mine produced 27,953 dollars from February to September 1866. Six assessments throughout the year required from the stockholders 208,000 dollars, of which sum only 152,346 dollars has been collected to this date.

"'Bullion' opened at 33 dollars in January, advanced to 117 dollars in April, gradually receded to 10 dollars in October, rallying to 16 dollars in December, and at the close of that month improved to 20 to 35 dollars, assessment of 10 dollars delinquent, and closing yesterday at 30 dollars. Seven assessments of 10 dollars each were levied during 1866, amounting to 175,000 dollars."

I remarked in my Report of 1865, that a good deal of New York capital had been invested in Reese River (east of Washoe), but the result has not been of a satisfactory nature, the veins being thin and expensive to work. Humboldt and the other silver bearing regions have not progressed much, but as the population increases these districts will attract capital.

The completion of our portion of that Great Pacific Railway, passing through the mining regions of Nevada, will draw attention to the mines now valueless from their isolation.

Copper.—The decline in the value of the metal in the principal markets had a most injurious effect on our mines, and nearly all of them at this time have ceased working until the owners can be assured of more remunerative rates being obtained.

Quicksilver.—New Almaden still continues to supply nine-tenths of the whole production of the state. Last year the receipts from the mine were 39,500 flasks. The Guadaloupe and Enriquita mines, near the New Almaden, have almost ceased to be worked. The New Idria mine, situated 100 miles to the south, is being worked to advantage, the yield last year averaging 500 flasks per month. The Lake Manufacturing Company's mine, in Lake County, north of this point, has produced 10,000 flasks since it was opened a few years ago.

Borax.—This mineral is found in Lake County, about 75 miles from the city, in a large shallow lake. It is in the form of crystals, imbedded in the mud, and is very productive for 3 to 4 feet down, but for 60 feet down there is to be found a large quantity of small crystals.

Petroleum.—I before mentioned that it had been found in many parts of the State, but there are as yet no flowing wells; large quantities can be got by pumping, and in the southern parts of the State by drippings on the sides of hills; but the attendant expenses of collecting and sending it to market are, at present quotations in the eastern markets, too onerous.

Railroads.

The following is a full report on the existing condition of the railroad companies of this state. The Central Pacific Road, incorporated to build a railway from the tide waters of the Pacific to the eastern boundary of the State, extending the same thence till it shall meet the Trans-Continental Road approaching from the east. The Donner Pass route, over the Sierra Nevada, having been adopted after the most full and careful preliminary surveys. The work of grading was commenced in 1863, since which time it has been carried on with an expedition, under all the circumstances, creditable to the company, and generally satis-

factory to the public, the track now being laid and the cars running to Cisco, 93 miles from the initial point of the road at Sacramento, and only 12½ miles from the summit of the Sierra, to which point it is expected it will be completed next summer, with the exception of 2 miles upon which much tunnelling and other heavy work will require to be done. Cisco will, therefore, probably remain the terminus of the road until June or July next, at which time a long stride will be taken to some point on the eastern slope. If the main tunnel is not completed at that time, a temporary track will be laid across the summit. Tunnel No. 2, at Emigrant Gap, a short distance beyond Cisco has already been completed. This tunnel is 350 feet long, and is 5,000 feet above the level of the sea. There are two other tunnels on the line, which are being worked as rapidly as possible; one will be 200 feet, and the other 400 feet long. The main tunnel at the summit will be about 1,600 feet long. All the tunnels are made wide enough for a double track. The altitude of Cisco being 5,911, leaves an elevation of only 1,100 feet to be overcome to reach the top of the Sierra, requiring an average grade of more than 91 feet to the mile; but this is considerably less than the maximum grade allowed by law, and the summit itself will be reached and passed through a nearly level valley. Since the commencement of the winter storms, precluding successful labour on the mountains, the company have sent a force of some 3,000 labourers to prosecute operations on the eastern slope, they being distributed along the Truckee from Crystal Peak, eastward to the big bend of that river. The company are sending out iron by nearly every ship leaving New York for California, and before this time next year expect to have 30,000 tons on hand, or enough to lay the track to the north bend of the Humboldt river, more than 100 miles from the eastern base of the Sierra Nevada. They have also had three exploring and surveying parties in the field during the past eight months making preliminary surveys for the line of their road, between the Truckee river and Salt Lake City, which work has been finally accomplished. A complete and thorough survey of the ground from the Humboldt on the north to the overland stage route on the south has also been made, and the company will soon be furnished with accurate maps of the entire belt of country traversed, with the height and locality of mountains, passes, &c., and all information necessary to enable them finally to locate their road through eastern Nevada, and thence on to Salt Lake. The portion of the road already finished, though exceedingly expensive, owing to the rugged character of much of the country to be crossed, is substantially built.

San Francisco and San José Road.—This company, incorporated in July 1860, with a capital of 2,000,000 dollars, completed their road in December 1863, since which time it has been doing a large and profitable business. Its length is 50 miles, extending from San Francisco to San José, through one of the richest and most important agricultural districts in the State, insuring for it a large and profitable, and as it will no doubt continue to enjoy, a constantly increasing business.

Western Pacific Road.—This company was incorporated in 1862, with a capital of 5,400,000 dollars, for the purpose of building a railroad from San José to Sacramento viâ Stockton, to form the connecting link between the San Francisco and San José Road, and the latter and the Central Pacific Railroad, the whole to constitute the western division of the National Pacific Railway, and which, when completed in sections of 20 miles each, will receive Government thirty year 6 per cent. bonds to the amount of 16,000 dollars per mile, and Government lands to the extent of every alternate section within 20 miles on each side of the road, which is 120 miles in length, or 74 miles from San José to Stockton, and

46 miles from Stockton to Sacramento. But about 20 miles of this road, reaching from San José to Alameda Canon, has yet been completed, the work, owing to some difficulty between the principal and the sub-contractors, having been delayed. The surveyors are said to have completed running the final lines between Sacramento and Stockton, and that ground will soon be broken on that division of the road, and also that work will soon be resumed and pushed with vigor, on that section between the latter place and San José.

Stockton and Copperopolis Road.—This road is designed to connect the city of Stockton with the rich copper mines of Copperopolis, a distance of 39 miles. A contract has been made by the Company for the entire construction of this road, for the sum of 1,250,000 dollars, and some 20 miles of the work has already been graded and made ready for the ties. The route is throughout favourable to the speedy construction of the work, which, it is expected, will be carried forward to an early completion.

Sacramento Valley Road.—This road, extending from the city of Sacramento to Folsom, a distance of 20 miles, is the first railroad completed in the State. Its original cost was large, yet for several years it earned not only sufficient to cover working expenses and repairs, but also a surplus, to be divided amongst the owners. Of late, owing to the Central Pacific Road diverting much of the business and travel over that route, its revenues have been materially diminished, though it is still considered good property, being the feeder of the large and rich country of El Dorado, and also retaining a considerable portion of the Washoe trade.

Placerville and Sacramento Valley Road.—This road tops the Sacramento Valley Road at Folsom, and is now in good running order as far as Shingle Springs, a distance of 26 miles. Efforts are being made to extend it to Placerville, nine miles further, this being the ultimate point of its destination.

The Freeport Road, formerly connecting Freeport, on the Sacramento River, with Latrobe, at the junction of this with the Folsom and Placerville Road, having been disposed of to the Sacramento Valley Company, its superstructure has been taken up, and its rolling stock removed for use elsewhere. It was nine miles long, and though built in 1863 had been used but little, the proprietors having lost a good deal of money in a vain attempt to divert the Washoe trade and travel from Sacramento.

California Central Road, 18 miles long, connects Folsom with Lincoln. It has been in operation several years, but the business transacted over it has not been large. The viaduct over the American river, at Folsom, is one of the finest specimens of bridge architecture in the State.

The Yuba Road is in course of construction from Lincoln to Marysville, a distance of 22 miles; the grading being all completed, and the material for the superstructure nearly all on hand, it is expected that the cars will soon be running on this road.

The Northern California Road, completed and running, connects Marysville and Oroville, a distance of 29 miles. It has been self-sustaining, with a steadily increasing business, and should the road to Oregon be built, of which this will then become an important link, it may yet prove a profitable investment to the stockholders.

San Francisco and Alameda Road.—The main trunk of this road commences at the western end of the Encinal of Alameda, and passing through San Leandro and Hayward's, extend to Vallejo's Mills, where it intersects the Western Pacific Railroad. A branch is also to be built from Hayward's to another point in Amador Valley. The portion from Alameda to Hayward's, 16½ miles, is now in operation, and work on the balance is now being pushed ahead. A line of first-class ferryboats runs

in connection with this road, the distance from the city to the western terminus being 5½ miles.

San Francisco and Oakland Road.—The present western terminus of this road begins at the end of a wharf extended 3,500 feet from the Oakland Eucinal into the Bay of San Francisco, whence it runs through the town of Oakland to San Antonio, a distance of five miles. It is the intention of the Company to extend this wharf, and also their road to the island of Yerba Buena, opposite, whence this city will be reached by ferry-boats in the space of four minutes, the intervening distance being only about one mile. The daily average number of passengers now crossing on this route is estimated at 2,500. The road will ultimately be extended to connect with the Almeda Railroad.

The California State Telegraph Company have completed the extension of their line from Olympia, in Washington territory, to Victoria; no other change has taken place in the telegraph lines on this coast during the year.

The following statement shows the amount disbursed and received on this coast on account of the Federal Government :—

		$	$
Army Service.			
Quartermaster's Department	currency	5,716,647	
Paymaster's Department	„	3,362,000	
Subsistence Department	„	840,683	
			9,919,330
Naval Service.			
Coast Squadron and Navy Yard	currency		650,000
Revenue Service.			
Expenses of Custom-house, Revenue Cutters, Light-house, and Marine Hospital	currency	415,000	
Cost of collecting Internal Revenue	„	310,525	
			725,525
Postal Service.			
Transportation of Mails within the States and Territories on this Coast, not including Overland Route to the Atlantic States	currency	292,380	
Compensation and Expenses of Officers	„	80,000	
			372,380
Miscellaneous.			
Including Mint, Judiciary, Land Offices, and Indian Agency, estimated	currency		380,150
Total Disbursements, actual and estimated, for the Year 1866, in currency			12,047,385

Income.—The total revenue of the Government on this coast for the same period, so far as can be ascertained at present, has been as follows :—

		$
From Duties on Imports, &c.	coin	7,455,913
Internal Taxation, First District, California	currency	4,599,283
Internal Taxation, Interior of California, and Oregon, estimated	currency	2,500,150
Internal Taxation, Nevada, estimated	„	510,000
Sale of Stamps	„	455,000
Postal Department	„	201,500
Branch Mint		240,000
Total Revenue, 1866, coin and currency		15,961,846

If the above amount, received from Customs, be converted into currency upon a basis of (say) 70 cents, about the average value of legal tenders in 1866, the aggregate revenues of the Government on this coast for the year ending 31st December last amounted to 18,943,000 dollars, being 6,895,615 dollars in excess of disbursements.

The following Table, showing the disbursements and revenue of the Government for the past two years is of some interest :—

	Disbursements.	
	1865.	1866.
	$	
Army Service	12,622,951	9,919,330
Naval Service	2,000,000	650,000
Revenue Service	572,500	725,525
Postal Service	370,000	372,380
Miscellaneous	365,000	380,150
Totals in currency ..	15,930,451	12,047,385
	Revenue.	
Duties on Imports, &c... gold	6,604,413	7,455,913
Internal Revenue .. currency	3,447,546	7,609,433
Sale of Stamps .. .. „	431,500	455,000
Post Office Department.. „	207,400	201,500
Miscellaneous .. .. „	200,000	240,000
Totals in coin and currency..	10,890,859	15,961,846

State Finances.

Funded Debt, State of California, January 1st, 1867.

	$	cts.
Amount of Bonds outstanding under Act of April 27, 1857	3,586,500	00
Amount of Bonds outstanding under Act of April 20, 1860	187,500	00
Amount of Soldiers' Relief Bonds outstanding	520,000	00
Amount of Soldiers' Bounty Bonds outstanding	1,028,000	00
Total Funded Debt, interest at 7 per cent. per annum	5,322,000	00
Amount of Cash in the Treasury December 31, 1866 ..	1,524,847	02
Total actual Debt	$3,797,152	98

Receipts and Expenditure, State of California.

	$	cts.
Receipts into State Treasury, from all sources of Revenue, from 1st December, 1865, to 30th November, 1866 ..	3,841,716	82
Expenditure, for all purposes, from 1st December, 1865, to 30th November, 1866	3,623,271	87
Excess of Receipts over Expenditure	$218,444	95

City and County Finances.—The funded debt of the city and county is 4,651,667 dollars, against which sinking funds have accumulated to the amount of 1,000,000 dollars, and the provisions are deemed ample for the retirement of bonds within the several periods of maturity. The cash on hand in the Treasury is 449,388 dollars, exclusive of Sinking and Interest Funds. The outstanding bonds and interest are classified as follows :—

	$
City Bonds of 1851, due 1871—10 per cent.	1,257,900
City Bonds of 1855, due 1875—6 per cent.	272,500
City and County Bonds of 1858, due 1888—6 per cent. ..	1,133,500
City and County School Bonds of 1860, due 1870—10 per cent.	54,500
City and County School Bonds of 1861, due 1870—10 per cent.	16,000
City and County Railroad Bonds of 1862 and 1863, due in 1877 and 1878—7 per cent.	277,000
City and County Judgment Bonds of 1863 and 1864, due in 1883 and 1884—7 per cent.	880,267
City and County Pacific Railroad Bonds of 1864, due in 1884—7 per cent.	400,000
City and County Pacific Railroad Bonds of 1865, due in 1895—7 per cent.	250,000
City and County School Bonds of 1866 and 1867	110,000
Total	$4,651,667

The value of property included in the assessment roll of 1866 and 1867 amounts to 53,585,421 dollars real, and 42,386,049 dollars personal estate, in all 95,972,470 dollars, of which sum about 20,000,000 dollars will be exempt from taxation or subject to litigation, on questions pending in the Supreme Court, in which is involved the legality of taxing mortgages upon property already assessed to owners of the estate.

Taxes for State and city and county purposes are as follows:—

CITY AND COUNTY TAX.

	cts.	$	cts.
For School Fund	35		
Street Light Fund	15		
Street Department Fund	4½		
General Fund	67½		
Total for Current Expenses	——	1	22
For Co-operation Debt Fund	38½		
Bonds of 1855 (Sinking Fund)	5		
City Slip Judgment Bonds (Interest)	9		
City Slip Judgment Bonds (Sinking Fund)	7½		
Pacific Railroad Interest Tax	8½		
San Francisco and San José Railroad Bonds (Interest)..	4		
San Francisco and San José Railroad Bonds (Loan Fund)	2½		
Total for sundry Debts and Interest..	——	0	75
Total for City and County		1	97

STATE TAX.

For General Purposes	30¾		
Interest and Redemption of Bonds of 1857	30		
Interest and Redemption of Bonds of 1860	1¼		
Interest and Redemption of Soldiers' Relief Bonds ..	4		
Interest and Redemption of Soldiers' Bounty Bonds ..	12		
Interest and Redemption of Line Officers' Bonds ..	1		
Support of Common Schools	8		
Interest on Pacific Railroad Bond..	8		
Construction of State Capitol	10		
Militia Purposes (in lieu of Military Poll Tax	5		
Insane Asylum Purposes	3		
Total for State Purposes	——	1	13
Total on each $100 valuation . ..		$3	10

No change has been made in the currency of the State, gold alone being recognized, and no effort has been made of late to disturb the existing state of things.

We have three English banks established in the city, doing a fair share of the business. The chief banking establishment is a local one, organized in 1864, with a paid-up capital of 400,000*l.*, which last year was raised to 1,000,000*l.* The business of this institution is rapidly increasing, and it already exercises a controlling influence in the monetary operations of the North Pacific coast. Exchange on New York varied from three to four per cent. Premium and telegraphic transfers usually rule $\frac{1}{2}$ per cent. higher; sterling exchange (60 days' sight bill) has ranged from 48*d.* to 49*d.* to the dollar. Interest has been rather easier, and 1 to $1\frac{1}{4}$ per cent. per month have been the ruling rates for commercial paper.

There are several savings' banks established in this city, and the deposits exceed 2,000,000*l.*

Property within the city limits has advanced in value more than in any previous year, and rents have partaken of the general improvement; in some of the business localities the advance has been from 30 to 40 per cent.

I estimate the value of merchandize passing through British hands at about 3,000,000*l.*

The arrivals by sea during the year exceeded the departures by about 4,000, and there has been a considerable increase to the States of the Pacific by overland immigration, of which no reliable record exists. The population of the city is computed at 125,000.

I have before stated that we have two large woollen manufactories in the city, the business of these establishments has proved lucrative, and another one is almost ready to commence operations. There are no other mills in this State, but in the neighbouring State of Oregon there have been started several small establishments. The cotton mill which commenced operations in 1865 at Oakland, on the opposite of the bay, is extending its business.

The sugar refineries are doing a large and profitable business, and have extended their operations.

The shot and lead factory has proved a great success, in fact all the manufacturing interests are being extended every year.

The city is supplied with gas by one company, and with water by another, formed by the amalgamation of two companies, one of which derives its supply from a small stream 5 miles from the city, and the other by several streams from 20 to 22 miles distant, this company has now under its control all the streams running from the neighbouring hills to the sea, and cannot well be interfered with by any other association until the city becomes very populous.

There is no change in the rate of wages, and an effort is being made by some of the trades unions to reduce the rate of daily labour from ten hours to eight.

San Francisco, July 29, 1867.

COMMERCIAL REPORTS

RECEIVED AT

THE FOREIGN OFFICE

FROM

HER MAJESTY'S CONSULS,

IN 1868.

Presented to both Houses of Parliament by Command of Her Majesty,
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1868.

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COMMERCIAL REPORTS

RECEIVED AT

THE FOREIGN OFFICE

FROM

HER MAJESTY'S CONSULS.

BELGIUM.

ANTWERP.

Report by Mr. Consul Grattan, on the Trade and Commerce of Antwerp, for the Year 1866.

The returns of shipping and navigation at this port for the year 1866 exhibit the following results:—

The arrivals were 3,085 vessels of 901,356 tons, the departures 3,031 vessels of 885,052 tons, and of this number the arrivals under the British flag amounted to 1,405, with a tonnage of 479,593 tons, forming over one half of the total tonnage of the port during the year.

The principal imports during the year 1866 were the following:—

	Kilos.
Coffee	18,129,819
Coals	42,392,416
Cotton	11,777,100
Seeds, oleaginous	42,861,016
Wheat	42,036,503
Rye	10,371,609
Barley	27,507,486
Maize, oats, &c.	18,214,872
Flour	2,913,335
Wool	37,170,906
Hides, raw	17,770,306
„ tanned and prepared	76,709
Petroleum, unrefined	7,593,453
„ refined	41,734,643
Rice	24,649,714
Sugar	18,490,089
Tobacco, unmanufactured	4,056,511
Cigars	50,064
Tea	47,587
Cotton, manufactures of	162,305
Wool	311,215
Silk	2,939
Linen	80,462

Exports.

Arms	francs	5,206,184
Candles	kilos.	3,114,176
Coals	„	17,191,720
Iron, cast	„	964,659
„ wrought	„	78,000,011
Flax, &c.	„	7,396,197
Wheat, rye, barley, &c.	„	15,003,457
Seeds, flour, &c.	„	2,968,468
Machinery	„	4,223,478
Metals, minerals, &c.	„	12,874,300
Furniture	francs	474,899
Eggs	No.	10,888,100
Paper	kilos.	9,960,130
Tobacco, manufactured	„	98,604
Pictures	francs	708,955
Cotton, manufactures of	kilos.	1,652,473
Wool, „	„	899,101
Linen, „	„	1,170,164
Glass	francs	1,039,020
Window glass	kilos.	16,293,015

Imports from Great Britain.

	Kilos.
Coffee	1,318,317
Coals	18,257,837
Cotton	10,769,178
Copper	2,058,825
Manure	6,456,867
Pewter	14,951
Cast-iron	18,730,205
Wrought-iron	837,813
Anchors, chains, &c.	132,225
Tin	59,662
Cotton thread	511,049
Worsted	25,785
Cheese	3,797
Seeds, oleaginous	2,242,542
Wheat	1,955,593
Barley	76,440
Flour	103,445
Hops	264,639
Seed, oil	2,962,620
Wool	3,179,627
Machinery	1,698,233
Metals, minerals, &c.	12,435,149
Hides, raw	2,385,903
„ tanned and prepared	63,420
Lead	10,371
Porcelain and earthenware	78,249
Soda	4,237,686
Petroleum, unrefined	592,092
„ refined	2,021,105
Rice	3,493,136
Salt	12,808,940
Sugar	1,539,637
Tobacco, unmanufactured	592,844
Cigars	13,987
Dyes, paints, &c.	1,040,788
Teas	37,909
Cotton, manufactures of	146,804
Wool	274,906
Linen	57,971
Glass	3,860

Exports to Great Britain.

Arms	francs	2,997,225
Butter	kilos.	369,133
Candles	„	1,381,282
Coals	„	2,586,000
Drugs	„	320,659
Bark	„	4,916,935
Iron ore	„	1,768,000
„ cast	„	116,595
„ wrought	„	7,156,191
Flax	„	6,021,034
Worsted	„	1,521,739
Fruit	francs	2,659,825
Wheat, rye, &c.	kilos.	3,836,851
Flour, seeds, &c.	„	1,517,917
Seeds (various)	„	1,498,808
Hops	„	911,034
Musical instruments	francs	12,475
Vegetables	kilos.	6,071,219
Machinery	„	210,750
Metals, minerals, &c.	„	7,259,459
Eggs	No.	10,888,100
Paper	kilos.	6,856,632
Pictures	francs	615,075
Paints, dyes, &c.	kilos.	1,137,185
Cotton, manufactures of	„	173,825
Wool, „	„	662,373
Glass	„	5,221,906
Carriages	francs	10,200
Zinc	kilos.	7,626,102

Transit Trade.

	Kilos.
Drugs	223,000
Cast-iron	5,625,000
Wrought-iron	802,000
Cotton thread	248,000
Woollen „	147,000
Wheat	11,336,000
Machinery	1,907,000
Paper	523,000
Soda	1,165,000
Salt, refined and unrefined	569,000
Syrups and molasses	1,435,000
Cotton, manufactures of	698,000
Wool, „	325,000
Glass	639,000
Coffee	4,845,000
Cotton	1,532,000
Iron, manufactures of	330,500
Fruits	366,000
Rye	22,897,000
Oils (various)	697,000
Wools	991,000
Metals, minerals, &c.	560,000
Maize, mezlin, oats, &c.	3,756,000
Rice	1,335,000
Tobacco	691,000

The leading articles of import may be thus specially noticed:

Hides.—The total number of hides imported in 1866 amounted to 724,164, and the sales amounted to 548,740, showing a diminution in both respects, as compared with the year 1865. Prices were well sustained, and the stock on hand at the end of the year amounted to 110,092 hides, against 62,987 at the close of the year 1865.

Wool.—The imports amounted to 121,687 bales in 1866, against 115,558 in 1865. Sales 83,636 in 1866, against 84,199 in 1865, the falling off in which, however, relates to wool other than River Plate wool, the latter continuing to occupy a very important place in this market. Stock at the end of December, 1866, 6,727 bales River Plate wool, against 3,213 bales at the same period in the previous year There was a considerable falling off in Cape wool, notwitstanding the efforts which have been made at this port to attract that particular branch of trade.

Petroleum.—The transactions in this article exhibit a very large increase, as compared with the year 1865, the amount imported in 1866 having reached 400,000 barrels, against 170,000 in 1865, a result which though, no doubt, very advantageous to the shipping interests, did not confer corresponding benefits upon the importers, owing to the fall in the price of the article, the closing price being 52 francs per 100 kilos., against 93 francs at the beginning of the year. The following Table shows the amount of petroleum imported into Antwerp during the last three years :—

	1864.	1865.	1866.
From—	Barrels.	Barrels.	Barrels.
New York	132,280	50,080	132,965
Boston	1,350	2,500	1,796
Philadelphia	47,211	86,505	244,830
Baltimore	..	3,850	10,867
New Bedford	..	1,264	..
Hamburg	326	484	274
Bremen	..	342	..
Geestemünde	..	810	..
England	28,468	15,089	12,673
Holland	11,186	4,226	994
France	9,604	1,862	982
Odessa	..	..	17
Total	230,423	167,012	405,398

Grain.—During the early part of the year 1866, the grain market was extremely dull, but when, later in the year, the prospects of the coming harvest appeared unfavourable, a more active demand arose, and considerable orders were despatched to the Baltic and Black Seas, notwithstanding which prices were well sustained, the business done during the year being considered in the aggregate satisfactory.

Guano.—There was a large increase in the amount imported in 1866, as compared with the previous year, the total for 1866 having reached 69,000,000 of kilos., somewhat above the average importation at this port.

Rice.—The amount imported in 1866 considerably surpassed the average of previous years, leaving, at the end of the year, a stock on hand of 107,400 bales. The imports by sea into Antwerp during the last three years may be thus classified :—

From—	1864.	1865.	1866.
	Bales.	Bales.	Bales.
Akyab	188,511	188,728	336,133
Rangoon	22,904	24,898	9,299
Moulmain	7,850	7,646	..
Bassein	15,090	21,063	9,350
Batavia	..	5,845	..
Fayal	7,597	..	..
Bremen	1,052	4,734	5,114
Genoa	100	..	..
Hamburg	396	103	811
France	3,924	7,704	1,275
England	55,285	36,795	52,235
Total	302,709	297,516	414,217

Tobacco.—There was but little activity in this branch of trade during 1866 as regards the finer qualities of tobacco, a result to be attributed to the unfavourable crop in the island of Cuba, which was deficient both as regards quality and quantity. The price of Kentucky tobacco has been gradually falling in this market, having now reached the point it occupied before the war, with a very low stock in hand.

The foregoing results indicate, on the whole, a progressive development of the resources and capabilities of the port of Antwerp, which would, doubtless, have conduced to a greater amount of general prosperity during the year 1866 had it not been for the counteracting influence of the German War, and of the financial crisis so severely felt in England and on the continent.

General Remarks.

The Liberal tendency evinced of late years in Belgium, with respect to commercial questions, has been in the main warmly approved and sustained by public opinion at Antwerp. Differences of view, no doubt, exist with regard to the extent to which the principles of free trade and financial reform should be carried out, but during the lengthened discussions which took place on this subject in the Antwerp Chamber of Commerce, in the year 1861, views of the boldest and most advanced character were put forward, and the proceedings finally resulted in a vote favourable to the entire abolition of Customs duties. This idea has been zealously followed up since that period by various other public bodies and associations in different parts of the country. Some of the principal manufacturing towns of Belgium, including Verviers, Arlon, Roulers, Charleroy, and Ypres have fully assented to the principles enunciated at Antwerp, and finally, the Conseil Superieur de l'Industrie et du Commerce, a body composed of delegates from all the Chambers of Commerce in the country, formally sanctioned them by adopting a resolution to the following effect at a meeting held by the Council on the 26th of January, 1864, viz.: "The laws relating to Customs and Excise should always be in harmony with each other, but inasmuch as the absolute suppression of Customs duties would exercise a more energetic action upon the development of public wealth than any measure of mere reform, however liberal, it is desirable that the Government should constantly tend towards the attainment of that object."

The opinion of these various bodies is entitled to much consideration. Great practical difficulties, however, interfere with the realization of the fundamental changes which are thus advocated, and it is reasonable to suppose that before the total abolition of Customs is likely to be carried

into effect, the existing Tariff, which comprises a heavy list of dutiable articles, will have been gradually modified, and the high scale of duties actually prevailing progressively diminished.

Furthermore, it seems impossible to doubt that the suppression of Customs duties would inevitably lead also to the abolition of the Excise. The question, therefore, which would ultimately present itself for consideration would be that of providing for the loss of about 53,000,000 of francs (the combined amount of revenue now derived from Customs and Excise) out of a total revenue of from 120,000,000 to 125,000,000 of francs. And so great is the admitted difficulty of meeting it that the promoters of the projected reform have hardly ventured to propose a definite solution, preferring rather to leave the problem to be worked out by the Government, who have not, as yet, accepted the responsibility. M. Joffroy, however, the able mover of the resolution of the Antwerp Chamber of Commerce, in 1861, who has made a very close study of the question, has approached it with much boldness and directness of purpose, and several suggestions have been thrown out by him and others. According to one of these it is proposed to make up the deficit by largely increasing the tax on real property (*contribution foncière*), as well as the succession duty, and by a revision of the assessed taxes (*contributions personelles*) taken in conjunction with considerable reductions in the Budget, and especially that portion of it which relates to military expenses, the latter forming the subject of much animadversion. The chief argument relied upon in recommending the heavy increase in the tax on real property is derived from the allegation that the *contribution foncière*, as at present levied, was fixed in the year 1830 upon an estimated value of real property far inferior to what it is at the present moment. The time seems hardly yet to have arrived for carrying into effect so complete a revolution in the present system of taxation as that involved in the establishment of "one uniform direct tax" to replace all others, as proposed by the Congress of Economists, at Lausanne, in the year 1860. Yet to this conclusion, almost necessarily tend the efforts of the advanced modern school of economists, represented in this country by the Association pour la Reforme Douanière, and in England by the Financial Reform Association.

Whether or not direct taxation prevailed exclusively in the great empires of antiquity,* and whether the practicability, as well as the justice of the principle, can be established in the present day, it is perhaps natural that commercial and manufacturing communities should be inclined to favour a theory which tends to throw the weight of taxation upon realized property and capital, as contradistinguished from that actively employed in trade and industry.

Antwerp, December 23rd, 1867.

* See an elaborate and interesting argument in favour of direct taxation in Urquhart's Turkey, Vol. II, Cap. V.

FRANCE.

ALGERIA.

Report by Lieut.-Colonel R. L. Playfair on the Trade and Commerce of Algeria for the Year 1866.

General Remarks.

Owing to the change of Consuls-General, the trade report for 1866 was not forwarded at the usual time. I do not think that anything has been lost thereby, on the contrary, as the value of these reports depends entirely on their accuracy, and as the French statistics are not published much before the end of the year following that to which they refer, it seems to me advisable that this document should be sent in as soon as possible after, but certainly not before, the publication of the French Government returns.

I have been indebted in a great degree for the information which I now submit to the statements made by the Prefects of the Councils-General of Algiers, Oran, and Constantine, and to the returns of the several Vice-Consuls. My own knowledge, after only a few weeks residence, must necessarily be limited, but I have endeavoured, as far as possible, to give only such facts as are considered authentic, and likely to interest the mercantile community of England.

The tabular statements are generally for the year 1866 only, but I have endeavoured to bring the information as much up to date as possible, so that this report gives an accurate account, as far as it goes, of the state of trade for 1866, and a general idea of that of 1867.

These two years form part of the most disastrous period in the history of Algeria. Since 1863, this unfortunate colony has suffered successively from nearly all the evils that can affect a country. Civil war, pestilence famine, earthquakes, and the devastation of locusts, have made cruel ravages throughout the length and breadth of the land, and though all the provinces have not suffered in an equal degree, in all have the baneful effects of these scourges been experienced.

One of the severest invasions of locusts known occurred in the beginning of 1866, and nearly destroyed the crop; the loss sustained by the colonists has been estimated at about 20,000,000 francs. In addition to this, the prolonged and excessive draught which followed, dried up the sources of the springs; whole tribes were deprived of their means of subsistence, by the failure of pasturage for their flocks and herds, while the stagnant and polluted water which alone they could procure for drinking purposes, induced a visitation of cholera, which has carried off tens of thousands. The mortality has been, as might be expected, greatest amongst the native population; the principal centres of habitation have been very highly afflicted, while Algeria itself has almost entirely escaped. It is difficult to obtain trustworthy statistics of the deaths from cholera, but I have little doubt that upwards of 50,000 have perished.

The earthquake, which occurred on the 2nd January this year, was most felt in the vicinity of Blidah, there houses were cracked in every direction, but only two lives were lost. Chiffa suffered more severely, and lost about 30 of its inhabitants. The villages of Mouzaïville, Bou-Roumi, and El-Afroun, were entirely destroyed, and many perished.

But I need not now dwell on the details of the trials which Algeria has passed through during the last four years; the present season promises to be one of greater prosperity; rain has commenced to fall sooner than usual; and though it is too early to pronounce an opinion with anything like certainty, there is every reason to hope for an abundant harvest in the season which is now about to commence.

Province of Algiers.

Commerce and Navigation.—The misfortunes before noticed could not fail to exercise a very considerable influence on the importations of 1866. Notwithstanding this, however, there has been an increased exportation of green vegetables and fresh fruit, which meet with a ready sale in France in the winter and spring, in olive oil, cork, raw hides, and in the Alpha fibre, which grows in great abundance, and which is largely exported to England for the manufacture of paper.

The following Tables give detailed information as to the nature and amounts of the imports and exports for 1866.

Imports.

Salt meat	cwt.	4,863
Lard	„	4,895
Cheese	„	7,222
Fish, salt and smoked	„	3,848
Flour	„	21,648
Rice	„	13,126
Potatoes	„	67,312
Dried vegetables	„	23,966
Fruits, dried	„	4,741
„ fresh	„	19,850
„ oleaginous	„	5,062
Sugar, raw	„	7,549
„ refined	„	45,687
Coffee	„	17,458
Tobacco, unmanufactured	„	64,325
Oil, olive	„	868
„ from seed	„	7,673
Timber, hewn	cub. yd.	2,890
„ sawn	„	1,330,330
Building materials	£	18,698
Coal	tons	25,068
Cast-iron and steel	„	2,457
Soap	cwt.	23,101
Stearine candles	„	2,568
Wines of all kinds	impl. gal.	3,238,474
Alcohol, above proof	„	69,152
„ under proof	„	115,370
Earthenware	cwt.	6,522
China, porcelain, &c.	„	20,070
Glass and crystal	£	1,665
Puce goods, cotton	„	853,869
„ linen	„	55,834
„ woollen	„	120,379
„ silk	„	40,121
Paper and cardboard	„	20,834
Leather and leather work	„	58,121
Metal work	„	48,779
Wheat	bush.	22,000
Barley	„	50,750

Exports.

Horses	No.	147
Oxen	„	6,847
Sheep	„	84,580
Leeches	„	370,000
Hides	cwt.	12,638
Wool	„	21,914
Wax	„	615
Tallow and fat	„	4,096
Silk	lbs.	12,744
Fish, dried and salt	cwt.	935
Coral, rough	lbs.	647
Bones, horns and hoofs	cwt.	12,828
Wheat	qrs.	375
Barley	„	213
Flour	cwt.	2,295
Dried vegetables	lbs.	2,829,012
Bread and biscuit	„	143
Fresh fruits	cwt.	22,121
Dried „	„	7,968
Tobacco in leaf	„	35,560
Oil, olive	„	37,162
Cork	„	1,904
Canes and reeds	„	499
Cotton	„	864
Dwarf palm leaves	„	485
Madder root	„	1
Dwarf palm fibre	„	54,950
Green vegetables	„	19,890
Hay	tons	1,966
Rags	£	9,690
Copper	cwt.	710
Other minerals	tons	5,323
Manufactured tobacco	cwt.	4,639
Miscellaneous articles	£	1,669

British Trade.

The following are statements of the trade in British vessels from and to Great Britain and the British colonies during 1866 :—

Direct Trade.

Entered.

Total Number of Vessels.			Total Tonnage.			Total Number of Crews.	Total Value of Cargoes.
With Cargo.	In Ballast.	Total	With Cargo.	In Ballast.	Total.		
11	..	11	3,156	..	3,156	137	£ 3,371

Cleared.

4	4	8	963	747	1,710	73	7,631

Indirect or Carrying Trade.

Nationalities.	Entered.							
	Number of Vessels.			Total Tonnage.			Total Number of Crews.	Total Value of Cargoes.
	With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.		
								£
Spain	...	1	1	...	198	198	8	...
Italy	1	...	1	271	...	271	11	3,060
Total	1	1	2	271	198	469	19	3,060
	Cleared.							
Spain	...	1	1	...	239	239	17	...
Egypt	1	...	1	858	...	858	35	1,500
Italy	...	2	2	...	552	552	21	...
Algeria	...	1	1	...	275	275	10	...
Total	1	4	5	858	1,066	1,924	83	1,500

Shipping.—The following is a statement of the vessels of all nations which entered the harbour of Algiers during the year 1866; the aggregate value of their cargoes is estimated at 2,427,568*l.* :—

Nationality.	Number.	Tonnage.	Number of Crews.
French	1,031	190,756	18,399
Spanish	280	11,050	1,991
British*	28	9,607	455
Norwegian	14	4,763	173
Austrian	4	1,106	40
Italian	31	3,236	300
Swedish	5	1,549	53
Mecklenburg	1	462	12
Prussian	1	246	9
Dutch	1	114	20
Greek	1	421	13
Total	1,397	223,310	21,465

* There is a discrepancy in this item, but I give it on the authority of French returns.

Population.—On the 31st of December, 1866, the population of the province of Algiers, exclusive of Arabs in the military territories, consisted of:—

French	51,840
Jews	10,720
Mahommedans	92,312
Foreigners	37,748
Total in 1866	192,620
Population in 1861	178,474
Increase during the last five years	14,146

Agriculture.

Cereals.—Last season's crop of cereals was much below the average everywhere, but in some places, such as Chiffa and Marengo, it failed entirely.

The European population has augmented the area under cultivation by them, 7,500 acres, while the natives have sensibly decreased theirs. In the year 1866-67, 1,355,407 acres were cultivated throughout the province, the aggregate yield of which was 3,553,000 bushels, or 672,000 bushels less than during the previous year.

Cotton.—The cotton cultivation sank to 1,162 acres, produciug 55,432 lbs.

Flax.—Flax is one of the most important productions of Algeria; in all three provinces it is almost the only one on which the dryness of the season has not had a prejudicial effect; 2,662 acres were sown with it, and they produced 1,295,800 lbs. of seed, and nearly double that quantity of stalk, nevertheless, for want of proper appliances for cleaning the latter, it is the former only for which there is a profitable market.

Oil Seeds.—There were also sown during 1866, 2,500 acres of colza and other oil-producing plants, the yield of which was about 88,000 lbs. The greater part of this cultivation was in the neighbourhood of Blidah.

Olive Oil.—Olive oil is only manufactured, to any extent, in Kabylia, and sufficient care is not taken there to graft and prune the trees; there is little doubt that with more careful cultivation Algeria might become, both as to quality and quantity, one of the best olive-producing countries in the world. Last year the fruit was scanty and poor, and as a consequence, contained much less oil than usual; the price of the oil varied from 95 to 100 francs per 100 kilos., and the fruit averaged about 14 francs per quintal.

Tobacco.—The superficies occupied by tobacco was 5,290 acres, of which 2,895 belonged to Europeans. The yield, which ought to have been about 4,000,000 lbs. weight, was very little in excess of 3,000,000, owing to the destruction of the plants by locusts.

Vines.—Vine culture extended over an area of 12,580 acres, and the quantity of wine manufactured was about 924,000 gallons. A considerable quantity of grapes were also brought to market in a fresh state. Some of the wine, notably that manufactured by the Trappists, is of a very superior quality, but the greater part was consumed in the country, and hitherto it has hardly become an article of export.

Silk.—The cultivation of silk has been almost abandoned by the colonists, owing to the disease which for several years past has destroyed the worms.

Oranges.—The trade in oranges continues to expand, the number of trees is constantly increasing, and will continue to increase in proportion to the extension of irrigational works. The value of last year's crop exceeded 40,000*l.*

Public Works.

Railway.—The works on the Oran line, in course of construction within the province of Algiers, consist of three great sections, namely:—

1. From Blidak to the entrance of the gorge of the Oned-Djer, a distance of 18 miles.
2. From this point to Bou-Medfa, 6⅘ miles.
3. From Orleansville to the limits of the province, nearly 17 miles.

The embankments are nearly finished, the tunnels are pierced, and the bridges and retaining walls are in progress over the whole extent.

Maritime Works have been largely executed during the past year. The

harbour and defensive works of Algiers have been proceeded with. A light-house has been completed at Cape Tipaza, and only awaits the arrival of the lighting apparatus from Paris. Another has been commenced on Cape Matifon, a third is in course of construction at Cape Caxine, and one more only will be required at Cape Bengut, to render the navigation of the coast sufficiently safe.

Mines.—Although the mineral wealth of Algeria is enormous, mining operations do not appear to have been carried on either very extensively or very successfully in this province. The most important are the iron mines of Souma and the copper mines of Merdja, and the marble quarries of Chenona, the products of which last obtained a silver medal at the Paris Exhibition of 1867.

New Customs Law.—An important Law, modifying the Customs regulations of Algeria, was passed by the Corps Legislatif on the 17th July, 1867. Extracts of such parts of it as concern British commerce are here given. This Law applies to all the three provinces of Algeria

I. "(1) Raw or manufactured goods, the produce of Algeria, are admitted into France free of duty; as also are foreign goods, on which the duties specified in Table C have been duty paid on their importation into Algeria.

"Foreign goods, which have paid in Algeria the duties specified in Tables A and B will not be admitted into France without paying the difference between the Tariffs of Algeria and France."

* * * * * *

II. "(4) Foreign goods, not specified in Tables A, B, and C, shall be admitted free into the ports of Algeria.

"(5) With the exceptions stated in Article 4, foreign goods shall pay as follows: Those specified in Table A, the duties fixed by that Table; those enumerated in Table B, one-third of the duties established by the general Tariff of France, or by conventional Tariffs; and those mentioned in Table C, the entire amount of such duties.

"TABLE A.—Special Tariff on certain Articles.

		Francs.
Sugars, raw, from whatever place	per 100 kilos.	10
„ refined „ „	„	15
Coffee	„	12
Pepper or pimento, in grain or powder	„	15
Cloves, buds	„	50
„ stalks	„	12
Cinnamon and cassia lignea	„	13
Nutmegs in shell	„	50
„ without shell	„	75
Mace	„	75
Vanilla	„	100
Tobacco, unmanufactured	„	20
„ manufactured	„	40

"TABLE B.—Foreign Merchandize admitted into Algeria on Payment of one-third of the Duties payable in France.

Cast-iron.
Iron in bars or rails.
Iron-plates.
Steel in bars, bands, or plates.
Copper, pure or alloyed, in plates.
Lead, sheet.
Chemicals.
Pottery, fine, namely, porcelain, fine stoneware, and crockery.
Glass, other than window glass and crystal.

"TABLE B.—Foreign Merchandize, &c.—*cont.*

Machines and machinery of all sorts, steam or other, in complete sets or in detached portions, other than agricultural machines and machinery.
Tools other than agricultural.
Fire arms, not being weapons of war.
Works of metal of all sorts, other than those required for agriculture.

"TABLE C.—Foreign Goods admissible into Algiers on Payment of the full Duties chargeable in France.

Cod from foreign fisheries.
Tissues of all kinds.
Sea-going vessels and boats of all kinds.
Wearing apparel.
Liquor, fermented and distilled.
Arms and munitions of war, counterfeits, prohibited."

PROVINCE OF CONSTANTINE.

Population.—On the 31st December, 1866, the European population of this province amounted to 61,610, of whom 34,744 were French; 22,304 foreigners, and 4,405 floating. This is an increase of 12,328 over the number registered at the census of 1861.

The foreign element was composed of—

Italians	9,333
Spaniards	2,850
Maltese	7,331
Germans	1,951
Other nationalities	839

According to the latest statistics, the native population amounted to 1,262,969.

The total number of deaths from cholera, registered in the province from the commencement of the epidemic in the middle of July till the end of September, was as follows:—

French	234
Foreigners	175
Army	183
Mahomedans	32,493
Jews	86
Total	33,171

Since then the disease has undoubtedly decreased in intensity, and, in fact, has almost disappeared in its epidemic form. Still it is to be feared that the above figures will represent but a small proportion of the victims even in the province of Constantine.

Public Works.—The harbour works at Bone and Philippeville have been considerably advanced; those at Bougie and La Calle will soon be commenced, and those of Djedjeli are in progress. Lighthouses are in course of construction at Cap de Fer, Cape Rosa, and Cape Bougasoni, and that at Cape Afia is completed. The Imperial Road from Constantine to Algeria, and from Stora to Biskra, may be considered as finished, the former as far as Setif, and the the latter to Batna, and numerous provincial roads are being opened out.

Mines.—Nine concessions for mines have been made, five for iron, one for lead, one for copper, one for mercury, and one for antimony.

The trade in iron has received a very considerable development of late; the single mine of Mokta-el-Hadid, the ore of which averages 66 per cent.

of pure metal, turns out 700 tons of ore per diem, and has given rise to a special service of steamers for transporting it to France.

The mine of Kef-oum-Theboul yi lded 15,000 of argentiferous lead-ore during 1866, and 700 during the first half of 1867, it meets with a ready market in Belgium.

The copper mine of Ain-Barbar turned out 1,100 tons of mineral in 1866, but only 405 in the first six months of the present year. This mine is admittedly in a bad state, and there appears reason to fear that unless new veins are discovered, it will soon be worked out.

The mercury mine of Ras-el-Ma, near Jemmapes, has only lately been commenced. The year 1866 was occupied in prefatory works, but during the first half of the present year, 750 tons of cinnibar have been distilled.

The antimony mine of Djebel Hawrimat will not pay the expenses of working it, and has been abandoned for the present.

The trade of Constantine continues on the whole steadily to increase, and since 1862 the united values of the exports and imports has nearly doubled.

The following is a statement of the gross amounts for the last five years:—

	Imports.	Exports.
	£	£
1862	1,235,665	475,269
1863	1,303,202	773,627
1864	1,378,809	1,541,257
1865	1,790,605	2,137,252
1866	2,183,161	1,367,570

Throughout the province of Constantine the condition of the colonists has been as gloomy as in other parts of Algeria. The cereals were far below the average; the cotton crop was destroyed by the locusts; numerous fires broke out in the cork forests, and destroyed much of the bark after it had been collected, and a murrain carried off great numbers of cattle. The tobacco crop alone seemed to produce good results, but it was the Government rather than the cultivator which benefitted from this.

Province of Oran.

Agriculture.—In the province of Oran, 562,500 acres of land have been set aside as the limit within which European colonization can be permitted. The following Table exhibits the result of last year's crop, compared with the production of an average year:—

Nature of Crop.	Area under Cultivation.	Quantity Produced.	
		In an Average Year.	In 1866–67.
	Acres.	Bushels.	Bushels.
Wheat	85,512	940,637	298,023
Barley	39,175	623,097	213,838
Other cereals	14,097	228,183	58,683
Total	138,784	1,791,917	570,546
Deficiency in crop of ..	..	..	1,221,371

In other words, more than two thirds of the crop, valued at nearly a quarter of a million sterling, has been entirely lost.

The native population have not been more fortunate. They had 35,907 acres of land under cultivation, which ought to have yielded an average of 292,576 bushels of cereals of various kinds, valued at about 60,000*l.* Instead of this, it has produced only 76,868 bushels, worth about 20,000*l.*, being very nearly the same proportion of loss as in the case of the European colonists.

Cotton.—The low price of cotton prevailing at the time of last year's harvest had the effect of deterring the colonists from cultivating it during the past year. Not more than 6,000 acres were prepared for sowing, and even this area was very considerably reduced for want of water with which to irrigate it.

The Government of Algeria is taking every possible means to encourage the construction of irrigational works in this as in the other provinces, and there is reason to hope that the quantity of cotton produced in the province of Oran may hereafter be as great as its quality as hitherto been good. The specimens exhibited at the Paris Exhibition this year were considered quite equal as regards fineness and length to Egyptian cotton, and only wanting in strength, a defect which may doubtless be remedied by increased irrigation.

Flax.—The flax crop has been almost the only one which has not been injuriously affected; 3,057 acres were planted last year, against 1,945 in the one before, and the total quantity produced was 30,425 cwt.

Vine.—The cultivation of the vine has also been satisfactory, and it is officially stated that the 8,842 acres under cultivation with it will this year produce from 700,000 to 800,000 gallons of white and red wine.

Maritime works.—The lighthouse of Nemours, commenced in 1866, is finished, with the exception of the lighting apparatus, expected from Paris; that of Cape Falcon is expected to be ready by the middle of 1868, and two others, necessary for the proper lighting of the coast, will probably be commenced before the end of this year.

Roads.—The two imperial roads in this province, which aggregate 243 miles, are on the point of being completed, and the provincial ones, 131 miles in extent, are in an equally advanced condition.

Shipping.—In conclusion, I append Tables exhibiting the amount of the British shipping trade at the principal ports of Oran and Mostaganem for 1866.

Port of Oran.

Direct trade in British vessels from and to Great Britain and the British colonies :—

Number of Vessels.			Tonnage.			Total Number of Crews.	Total Value of Cargoes.
With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.		
Entered.							
11	6	17	1,130	224	1,354	117	£ 11,000
Cleared.							
26	9	35	2,441	535	2,976	255	27,200

Indirect or Carrying Trade.

Nationalities.	Entered.							
	Number of Vessels.			Total Tonnage.			Total Number of Crews.	Total Value of Cargoes.
	With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.		
								£
Algeria	...	2	2	...	223	223	23	...
Austria	1	...	1	337	...	337	11	800
Italy	...	2	2	..	954	954	28	...
Morocco	20	...	20	338	...	338	100	1,600
Spain	1	20	21	29	904	933	147	200
Total	22	24	46	704	2,081	2,785	309	2,600
	Cleared.							
Algeria	...	2	2	...	108	108	15	...
Italy	6	2	8	161	223	384	60	13,700
Morocco	16	...	16	274	...	274	79	4,400
Spain...	...	2	2	...	397	397	17	...
Total	22	6	28	435	728	1,163	171	18,100

Port of Mostaganem.

Direct trade in British vessels from and to Great Britain and the British colonies :—

Entered.

Number of Vessels.			Tonnage.			Total Number of Crews.	Total Value of Cargoes.
With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.		
							£
2	1	3	46	22	68	?	800
Cleared.							
7	..	7	154	..	154	?	2,700

Indirect or Carrying Trade.

Nationality.	Entered.							
	Number of Vessels.			Tonnage.			Total Number of Crews.	Total Value of Cargoes.
	With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.		
								£
Spain	2	1	3	46	22	68	?	800
	Cleared.							
Spain	7	...	7	154	...	154	?	2,700

Algiers, December 22, 1867.

MARSEILLES.

Report by Mr. Consul Edward Mark on the Trade of Marseilles for the Year 1866.

The Cholera which again visited Marseilles in 1866, coupled with the commercial crisis which so seriously affected the whole of Europe, and the war in Germany, materially depressed the mercantile community here during the year. Fifteen out of 25 of the principal branches of the trade of Marseilles show a falling off in comparison with 1865. The Customs receipts which in 1865 amounted to 21,341,216 francs, reached 20,264,587 francs only, a diminution of 1,026,629 francs. The banking and financial operations connected with the trade of Marseilles were greatly circumscribed, and mercantile affairs in general were severely affected. This general depression of trade, coupled with the daily increasing taxation and the enhanced cost of living, caused much suffering throughout the community.

About the same amount of shipping visited the port in 1865 and in 1866, the only difference being that steamships, as elsewhere, were found to be gradually supplanting sailing vessels. Notwithstanding the purchase during the year of several foreign built sailing vessels by Marseilles merchants, the total tonnage of the sailing ships belonging to the port steadily diminished, and none were built here, the high price of materials and the cost of labour rendering ship-building unprofitable. None but the most necessary repairs of vessels were carried out in this port. The ship-yards at La Seyne and La Ciotat in this neighbourhood constructed several fine iron steam-packets during the year, but these were built for the French steam lines, which are highly subsidized by the Government, and which carry passengers and mails.

The following Table shows the amount of shipping which entered and cleared from the port of Marseilles during 1866 :—

	Entered.		Cleared.	
	Vessels.	Tonnage.	Vessels.	Tonnage.
French Steamers	2,014	736,156	2,010	714,609
Foreign „	532	192,347	539	188,369
French Sailing Vessels	3,763	364,752	3,654	378,639
Foreign „ „	2,349	441,448	2,330	466,646
Total	8,658	1,729,703	8,533	1,748,263

There was a large falling off in the foreign shipping which entered and cleared from Marseilles during 1866, as compared with the preceding year, amounting to about one-sixth :—

Nations.	Arrivals.			Departures.		
	Ships.	Tonnage.	Crews.	Ships.	Tonnage.	Crews.
United Kingdom ..	191	111,703	7,560	186	111,601	7,612
Austria	234	77,963	2,353	241	77,138	2,377
Denmark	3	404	23	3	404	23
Spain	504	72,012	7,885	477	70,789	7,704
United States	44	20,578	476	41	19,245	399
Greece	406	104,621	3,955	399	101,953	3,820
Hanover	4	709	21	3	555	17
Italy	1,214	176,833	12,921	1,205	178,372	12,880
Mecklenburg	10	3,050	105	10	2,950	109
Holland	23	9,216	406	23	9,673	426
Portugal	4	574	36	4	574	36
Prussia	22	6,950	205	18	5,968	267
Rome	8	1,334	66	8	1,334	65
Argentine Republic ..	1	290	13	1	290	13
Russia	78	33,900	1,340	75	35,544	1,498
Sweden and Norway ..	32	9,291	378	26	7,544	311
Turkey	12	3,997	314	14	4,330	339
Uruguay	7	1,842	90	6	1,490	65
Hans Towns	10	6,046	167	9	5,406	155
Total	2,807	641,313	38,314	2,749	635,160	38,116

The British shipping shows a remarkable falling off in 1866. In 1865, 241 vessels, collectively of 137,454 tons, entered the port ; whereas 191 ships came here in 1866, and the total tonnage reached 111,703 tons only.

ARRIVALS.

Nature of Cargo.	Number of Vessels.
With India Mails, Passengers, and Bales of Silk (Steamships)	54
General cargo	22
Coals	18
Petroleum	16
Wheat and Grain	18
Staves	8
Cotton	5
Sugar	4
Oil Seeds	4
Coffee	4
Pitch	3
Asphaltum	2
Iron	2
Timber and Spars	2
Tobacco	1
Oil Cake	1
Railway Sleepers	1
Portland Cement	1
Bath Bricks	1
Fire „	1
Hides	1
Ballast	22
Total	191

DEPARTURES.

Nature of Cargo.	Number of Vessels.
India Mails, Passengers and Specie, &c. (Steamships)	54
General Cargo	62
Oil Cake	39
Wine	3
Bricks and Tiles	3
Coals	1
Lead	1
Salt	1
Sugar	1
Wool	1
Timber and Spars	1
Wheat	1
Ballast	18
Total	186

There was no interruption in the important packet services carried out from this port. The steamships of the Peninsular and Oriental Steam Navigation Company steadily carried out the contract for the conveyance of the India mails, and the service was most efficiently performed, in spite of the many disadvantages which the Company labours under. The weekly voyages hence to Malta and Alexandria were performed with unfailing punctuality, and in a manner highly creditable to the officers and crews of those ships, and to the efficient arrangements of the Company. These vessels during the year conveyed to Alexandria from this port bullion and specie to the value of 4,211,171*l.*, destined for India, China, and Japan; and they conveyed as many as 6,657 passengers.

The French Messageries Impériales proved effective antagonists to the Peninsular and Oriental Steam Navigation Company, and also performed their service in the conveyance of mails, cargo, and passengers to and from Japan, China and India, in an admirable manner. This Company, however, is very highly subsidized by the Government, and it is thereby enabled steadily to pay dividends to the shareholders. The boats of this Company conveyed 92 millions of francs in bullion and specie to the various Mediterranean ports, and they brought back to Marseilles in the course of the year as much as 168 millions. They likewise received on board for transmission to Mauritius, Réunion, India, and China, bullion and specie to the amount of 45 millions of francs.

An important French steam service has been carried out for several years by the Messageries Impériales between Bordeaux and Brazil, and the contract between the Government and that Company stipulated that steamers should be started by the latter from Bordeaux and Marseilles alternately. But the Company has never been pressed to carry out its engagements as regards this port, and the mercantile community of Marseilles implores the Government unceasingly to have the contract carried out and to give this port direct steam communication with Brazil, with which country France has an important and growing trade. The communications between the two countries are at present kept up by monthly sailing packets.

Several other countries, whose steam vessels ply to all parts of the

Mediterranean, suffered severely by the general depression of trade, and particularly through the difficulties caused by the cholera, and the absurd quarantine regulations prevailing in the different countries surrounding this sea. Many steamships were laid up awaiting a revival of trade. The extension of the railway lines in Italy likewise induced the steam companies to take off several of the boats which used to ply between Marseilles, Leghorn, Civita Vecchia, and Naples.

A large trade is steadily carried on at this port in oil seeds.

Marseilles imports largely the various sorts of oil seeds produced in the East Indies, on the Coast of Africa, and in the Levant. Large quantities of sesamum seeds of different qualities are imported both from India and from the Levant; great quantities of ground nuts come from the Coast of Africa; Egypt sends here important quantities of cotton seed, and hemp seed also is brought here to a considerable extent from the Black Sea and other parts. The sesamum seed is mostly ground here and the oil is converted into soap; but it is now found to be of a very superior quality for culinary purposes, and so much is now consumed in this country, and also prepared for exportation, that it is now becoming impossible for the consumer to say what oil he purchases, whether olive oil or that manufactured from the said oil seeds. The appearance of this oil is admirable, and it has not yet been discovered that it has any pernicious qualities. Much lamp oil is likewise prepared from these oil seeds. The trade gives a great impulse to the business community here, the importations of the various kinds of oil seeds for the last few years having respectively been as follows :—

1864	..	..	..	1,156,805	metrical quintals.
1865	..	..	..	1,365,480	,, ,,
1866	..	..	..	1,068,940	,, ,,

This develops as a consequence the trade in oil-cake, of which commodity as much as 717,000 metrical quintals were produced during the year at Marseilles. About 230,000 quintals of oil-cake were shipped to English ports which, in addition to linseed-cakes, now receive those made from cotton, sesamum, and ground nuts.

Considerable quantites of rough oil-cake are imported here from Portugal and Egypt, and this material is used in manuring the soil in this and the adjoining departments.

The importations of olive-oil decreased slightly in 1866, the quantity received at Marseilles during the year being about 15,000 tons, nearly two-thirds thereof having come from Italy and Tunis, and about one-third from other French ports. This oil, like that from oil-seeds, is mostly made use of in the manufacturing of soap.

The last-mentioned article is still largely made at Marseilles, in spite of the difficulties the manufacturers have to contend with. These consist chiefly of the exorbitant octroi duties levied by the town on the elements of the manufacture, without the compensating effects of a drawback upon the exportation of the manufactured article. The entire town is clamorous against this foolish and unjust system, which is steadily undermining one of the principal branches of its trade. Several of the soap-boilers have already been forced to shut up their establishments; others have had recourse to the fabrication of spurious sorts of soap which, whilst giving dishonest gain to the parties, is steadily destroying the well-earned reputation of Marseilles soap.

The deficient crop of grain last year gave considerable impulse to the importation at this port, particularly during the last six months. Not only was the wheat crop deficient in quantity and inferior in quality to that of 1865, but the same was the case with the other important crops,

such as wine and potatoes. The total importation of wheat consequently reached 3,083,700 hectolitres, those of 1864 and 1865 having been respectively 2,941,000 and 2,427,000 hectolitres. The average price of wheat during the year in the southern zone of France was 19 francs 14 cents, whilst the prices in the northern and central zones ranged about 19 francs 41 cents, and 18 francs 70 cents respectively. Thus showing that the prices in the north were a trifle higher than at Marseilles, and that wheat was cheaper in the central parts of France throughout the year.

The exportation of wheat and flour during 1866 reached 991,080 hectolitres, divided thus, 182,000 hectolitres of wheat, and 808,750 hectolitres of flour. Deducting these figures from the 3,083,700 hectolitres above-mentioned, the total importation of wheat during 1866 appears to have amounted to 2,164,620 hectolitres only. The numerous flour mills in the neighbourhood of Marseilles were kept fully occupied during the year to meet the demand for exportation.

The year 1866 commenced at Marseilles with a very large stock of sugar, about 26,000 tons of which were in store. The importation of foreign and colonial sugar, however, reached 39,999 tons only during the year, compared with 97,415 tons imported in 1865. On the other hand the beet-root sugar grown in France was brought down here in larger quantities than usual. Marseilles received 26,133 tons thereof, against 18,117 which came here in 1865. The foreign and colonial sugar reached this port in French and foreign vessels in about the following proportions. French flag 15 per cent., Spanish flag 55 per cent., other nations 30 per cent.

About 3,036 tons of brown sugar were imported here in 1856, and the larger amount of 3,908 tons in 1866. Refined sugar was exported in 1865 to the extent of 71,466, but only 58,975 in 1866; Turkey, Italy, and Egypt having taken less thereof than usual in 1866. Nevertheless, those countries are large consumers of this commodity, Turkey having taken 14,483 tons, Italy 24,615, and Egypt 2,854 tons.

The importations of coffee at Marseilles, which were 17,068 tons in 1865, only reached 12,300 tons in 1866, a fall which is clearly attributable to the fact that the different countries in the Mediterranean now find that they can import this article themselves either direct from the countries producing it or from England, Hamburg, or other convenient entrepôts, without being anywise tributary to Marseilles as formerly.

Italy and the Levant ports now make large dried importations from Brazil, which country supplies about three-fourths of the coffee imported at Marseilles. A small trade in Mocha coffee is kept up with Marseilles by way of the Isthmus of Suez.

194,852 bales of cotton were imported at Marseilles in 1865, whereof 25,000 were sent to Spain and 30,000 to Switzerland. The importation in 1866 amounted to 128,962 only, and the trade between this port, and Spain, and Italy, in this commodity diminished considerably during the latter year owing to the cholera which prevailed at Marseilles in 1865 and 1866, and caused both countries to establish quarantine upon vessels from this port, and drove the merchants of those countries to seek their supplies of cotton direct from the Levant ports. The merchants of this place had likewise to struggle with the difficulty of freights, which compelled many of the growers and merchants in the Levant to send their cotton to Liverpool, where it was landed at cheaper rates than it could be at Marseilles. Of the large quantity of United States cotton which arrived at Havre during the year a considerable portion was sent to Switzerland, and at cheaper rates than it could be forwarded from Marseilles, owing to the high charges levied by the railway between

Marseilles and that country. Since the cessation of the American war, and the resumption of the cotton importations at Havre, it is becoming evident that this port will have difficulty in keeping up a large trade in this article.

A great falling off has taken place in the silk trade at Marseilles. 39,542 bales were imported in 1865 from Persia and the countries of the Levant, as well as from the far East: this fall was to the extent of 13,051 bales, the year's importation having reached 26,491 bales only. This fall is principally attributable to the more direct nature of modern transactions, and the simplification of business. The silk crop in Persia was very deficient, as also in the Levant, the silkworm disease prevailing extensively. A large proportion of the silk now arrives at Marseilles in the steamships of the Messageries Impériales, which also perform the mail service between this port and the East Indies, China, and Japan. About one sixth more silk cocoons were imported here than hitherto, and a considerable quantity of silkworms' eggs was received here from Japan, though mostly sent on hence to Italy and Spain; it was found, however, that a large proportion of these eggs were damaged.

A considerable augmentation took place in the importations of wool and the arrivals thereof were larger than in 1865. The total importations in that year reached 125,999 bales, and a stock of 13,500 bales remained on hand at the end of the year. In 1866 there were 159,800 bales imported, but the local effects of the visitation of cholera during the latter part of the year and the general depression following the war on the continent had, together, the effect of leaving a large proportion of this wool unsold; the stock remaining on hand at the end of the year being 33,490 bales.

The wool imported here last year was almost entirely the produce of the countries bordering on the Mediterranean, the quantities received having been respectively from—

	Bales.
Levant, divers ports	54,450
Syria	26,600
Georgia	14,800
Italy	5,170
Morocco	14,140
Algeria	17,220
Constantinople	20,950
Tunis	3,650
Buenos Ayres	2,820

About 9,000 bales of sheep and lambskins were brought here during the year from Buenos Ayres and Montevideo; and 42,000 bales of goat and kid skins were landed here, chiefly from Morocco, Sardinia, and the various ports of the Levant.

There is always a very important trade in hides at Marseilles; 608,000 were imported here during the year. Compared with 787,499 received in 1865 the falling off was considerable. The deficit was owing to the cattle disease in Senegal, which country sent 100,000 hides less than usual to this port. The largest importation of hides at Marseilles took place in 1857, when 997,739 were landed here. These numbers dropped to 502,301 in 1862.

Many places in the Mediterranean which formerly drew their supplies of hides from Marseilles, have now their own arrangements for obtaining them direct from distant countries.

About 19,000 tons of British coals were imported during the year at Marseilles; and 570,000 tons of French coals and lignite were brought to this town. The consumption of coals within the town, however, is

found to be diminishing; in 1866 it was 24,000 tons below that of the preceding year. This is to be accounted for by the pressure of the octroi duties, which is gradually driving out of the town many branches of trade which require large quantities of fuel of divers sorts for their development.

The importation of sulphur at Marseilles fell from 20,000 tons in 1864, and 14,000 in 1865, to 12,000 tons in 1866. A large quantity, however, is now landed direct from Sicily at Cette and the neighbouring ports, and sent thence into the surrounding country for the dressing of the vines, the disease still prevailing over the extensive vineyards in the south of France.

The timber trade has remained stationary for the last two years. The importation of staves from the Black Sea, the Adriatic and the United States in 1866 was double that of 1865, and amounted to 17,000,000. A large quantity remained on hand at the end of the year, the prices having fallen considerably. Great quantities of staves are now landed at Cette for use in the extensive wine districts in that neighbourhood.

The trade in salt fish was reduced during 1866 to the small importation of 2,910 tons.

The flour mills in this neighbourhood were kept actively at work during the year. The exportation of flour reached 350,000 sacks. Egypt took about 135,000 sacks, Turkey 18,000, Italy 4,700, and about 15,000 sacks were sent to Switzerland, and 9,400 to British ports.

A considerable increase in the exportation of wine took place at Marseilles during 1866, about 35,000 tons having been shipped here during the year. In 1864 and 1865 the quantities shipped were 25,000 and 29,000 respectively. The crop of wine in 1866 was by no means so abundant as that of 1865, and, as the prices realized during the year were not advantageous, it is believed the shipments of wine will show a considerable falling off in 1867.

About 5,500 tons of spirits were exported during last year.

A very large and increasing trade in petroleum is still carried on here, about one-half of the oil being imported in a crude state, and refined in the neighbourhood of this town. 140,000 barrels were imported here, mostly from the United States of America; 12,000 barrels were brought here from Wallachia, 5,000 barrels from Rangoon, and 25,000 barrels from the Caucasus.

There was a considerable diminution in the importation of foreign iron, but large quantities of ore were brought here from Algeria, and smelted in this country. The trade in lead with Spain was much depressed during the year, owing to the quarantine so injudiciously maintained in the ports of that country. The low range of prices prevented much being done here in copper during the year. About 15,000 tons of argentiferous lead were treated here during the year.

The engineering establishments were not so fully occupied during 1866 as desirable, having only carried out work of an estimated value of 29,000,000 of francs compared with 34,000,000 francs' worth done in 1865. Marine engines valued at about nine millions of francs were constructed, and about six and a half millions were spent in repairing machinery; whilst two millions of francs were expended in the construction of machinery of various sorts. Iron steamships were built to about twelve millions of francs in value. About 6,000 men were employed throughout the year in the building yards and engine shops, gaining wages varying from 2½ to 5 francs a day. The rates of wages were raised slightly owing to the dearness of the means of living during the year.

The banking operations at Marseilles during 1866 were much less important than in the preceding year, trade having generally been so

depressed by the financial crisis in England, the war between Prussia and Austria, and also by the distressing visitation of cholera. There were few failures amongst the mercantile community here, though many houses of long standing were severely shaken. The Marseilles branches of two London Banks, the "European" and the "London and Mediterranean," closed their doors at the moment of the London financial crisis and they are both now being wound up. A large sugar refinery failed here, and caused much distress by being brought suddenly to a standstill.

The imports and exports of bullion and specie are carried on as usual on a large scale, and reached an amount 15,000,000 of francs higher than in 1865. The Peninsular and Oriental Steam Navigation Company's vessels, and those of the Messageries Impériales alone conveyed about 6,000,000 of pounds' worth of bullion and specie to India, China, and Japan.

71,937 passengers landed on the quays at Marseilles during 1866, and 65,415 embarked for different parts of the world. About 60,000 of these landed from French steam packets, and nearly the same number left the port; whilst the British mail steamers conveyed to and from this harbour 6,585 passengers, mostly going to, or returning from, India.

The population of Marseilles goes on increasing steadily. The census has recently been taken, and the town is now found to contain 300,000 souls. It is being every way embellished and improved, and and it now has a very large revenue to work upon. The municipality had last year no less than 11¼ millions of francs at its disposal, mostly derived from the octroi dues; but these duties of late have been very much augmented, and they press most heavily upon several important branches of trade, as well as upon all the necessaries of life, and cause much positive discomfort to the population. Marseilles now stands next to Paris in point of revenue at the disposal of the municipality. But the town has contracted so many loans of late years, and so much money has been spent upon unremunerative works, that a large burthen of debt has been incurred, and no one can see the way to a diminution of the heavy burthens which must be borne by the present and future population of Marseilles. Moreover, the load of debt and taxation thus created will probably prevent the complete carrying out of several of the projected public works, particularly when it is found that the commerce of the place does not develop itself to the extent imagined by the local authorities and by the projectors of the works in and about the town and port, all of whom have been building too much upon the future.

During the year much has been said about two large land and building schemes connected with the town and port of Marseilles, which have been much paraded before the British public, companies having been formed, and capital raised on a large scale. The public, however, by the end of the year came to a very sane conclusion that these schemes were really not based upon the substantial requirements of the town and population, and that neither the present circumstances of the place and its trade, nor its probable future, justified the raising and application of such a large amount of capital as was called for, to such uncertain speculations.

Notwithstanding the great advantages which Marseilles possesses as to situation, soil, and climate for the facile subsistence of a large population, the means of living have become every way most expensive. Fish, which is one of the commodities which Providence furnishes in the most bountiful scale, is no longer an article of food properly speaking; it has become in France, of late years, rather an article of luxury on the tables of the rich, than an alimentary substance for the masses. A general negligence of the fisheries, and the growing preference of the French coast population for occupation on shore, is mainly the cause of this limitation

of the supply of fish. The production of meat, which is now so largely consumed in France, is very imperfectly kept up. The home growth is not fully developed, owing principally to the actual land system, and of late years to the preferential application by capitalists of their entire means to the many vast financial schemes which have dazzled the public. A large importation of foreign cattle annually takes place at this port from abroad, as well as of wheat. The price of meat, nevertheless, keeps up to an alarming point. During 1866, 317,368 animals were slaughtered in Marseilles for the supply of the town and shipping; of these 30,550 were bullocks, 12,907 calves, 224,610 sheep, 48,316 lambs, besides kids, &c. In the above figures will be seen how the supplies of meat are wasted by the great slaughter of calves and lambs in proportion to the fully matured animals. A variety of circumstances likewise tend to keep up the inordinate price of bread at Marseilles, which maintains itself as nearly as possible at London rates. The abolition of the official prices has nowise had the effect of lowering the price of bread here; on the contrary it has been steadily increasing ever since, notwithstanding the belief that free competition would have produced a fall in prices. In fact, all articles of food have risen in price here very considerably of late years.

The railway system has been further developed during the year, as well as the telegraphic facilities throughout this and the adjoining departments, and the advantages offered by both are more and more availed of every year by the public, and with substantial profit to the said establishments respectively.

The increasing importance of the port of Cette is becoming very manifest; it now ranks the fifth amongst the ports of France; Marseilles, Havre, Bordeaux, and Dunkirk alone carry on more extensive commerce. Compared with 1855 there was an increase of 100,000 tons of shipping at that port, the entrances and clearances of vessels having reached together the number of 5,151 vessels, collectively of 645,725 tons burthen.

Twenty English vessels, together of 4,280 tons, visited the port during the year, the largest part of the foreign shipping consisting of Spanish and Italian vessels, each of those flags being represented by about 12,000 and 4,000 tons of shipping respectively.

The principal trade at Cette consists of wine and spirits, it being the chief point for the exportation of the inexhaustible crops of wine produced in the Herault and adjoining departments. About 72,000 tons of wine were exported thence in 1866, about three-fifths thereof having left the port in vessels under the French flag.

As nearly as possible one-half of this large quantity of wine was sent across to Algeria; the United States took 5,100 pipes, Brazil 3,000, and the Hanseatic Towns 2,900. About 2,500 pipes of spirits were likewise exported from Cette.

3,500 tons of iron and steel goods were exported, consisting mostly of rails, bars and sheet-iron. About 900 tons of refined sugar, 200 tons of cured fish, 350 tons of China clay, 300 tons of paper, 400 tons of potatoes, 700 tons of beans, 800 tons of vermicelli, 200 tons of turpentine, and 500 tons of tar figure amongst the exports. 16,000 tons of salt from the neighbourhood were exported, and 51,000 tons of coal brought from the Graissessac coalfield.

The importations consisted chiefly of staves, which were brought here to the extent of 24,000,000, whereof 15,000,000 came from the Adriatic. 38,000 tons of iron and lead ore from Algeria and Spain were landed. 16,000 tons of sulphur arrived from Sicily, and about 9,000 tons of asphaltum or coal pitch.

94 vessels carried on the coasting trade between Cette and the

French Atlantic ports during the year, altogether about 15,000 tons of shipping; 19 of which vessels proceeded to Dunkirk, 17 to Fécamp and 13 to Rouen.

The navigation at Cette is now as nearly as possible divided between sailing and steam vessels; and there is every reason to believe that in 1867 the returns will show a preponderance of the latter. The steam shipping, however, suffers much from the deficiency of dry docks at Cette and Marseilles.

The port possesses 47 sailing vessels, ranging from 50 to 300 tons burthen, 21 fishing boats of from 20 to 30 tons each, and 10 of from 10 to 20 tons.

The Graissessac coalfield in the vicinity of Cette yielded 131,000 tons of coals during the year, 23,000 tons of which were supplied to the arsenal at Toulon for the use of the ships of the imperial marine. A great quantity of coal pitch is now brought from England, and landed at Cette, and is conveyed thence to these coal mines, and also to those in the Alais district, where it is mixed with the small coal at the pit's mouth, and converted into patent fuel, large quantities of which are now consumed by the steam shipping in the Mediterranean.

There is every prospect of the trade of Cette becoming rapidly developed. The railway lines converging there, as soon as completed, will connect the port with the central parts of the country, which are at present much wanting in means of communication.

The trade of the neighbouring port of Agde appears to be rather stationary. 855 vessels of 73,786 tons burthen effected the importation and exportation of the place during 1866. As at Cette, the chief exportation consisted of wines and spirits.

Six merchant ships were built there in the course of the year, ranging in size from 100 to 400 tons burthen.

The commerce at the port of Toulon during the year was unimportant. About 17 foreign and British vessels landed coals there for the use of the ships of the Imperial fleet; and three vessels landed timber for shipbuilding purposes.

Marseilles, November 4, 1866.

TURKEY.

BAGDAD

Report by Consul-General Sir A. B. Kemball, on the Trade of Bagdad for the Year 1866.

I SUBJOIN a contrasted statement of the exports and imports entered at the Custom-house of Bagdad during three years consecutively. Assuming the accuracy of the official registers, I confess my inability to explain the progressive diminution of their aggregate amount as therein exhibited; but in truth these registers do not fairly record the statistics of the trade of Turkish Arabia. The exportation of indigenous produce is almost restricted to grain, horses and dates, of which note only is taken at Bussorah; and Bagdad being the entrepôt of commercial traffic between India and the Western Provinces of Persia, Syria and Asia, and between England and the same provinces of Persia, the transit of merchandize to and fro would seem to be but partially represented in the archives of the Custom-house.

The decrease in the imports from Persia is attributed to the markets being overstocked with tobacco, and to a diminished demand for carpets and Persian woollen manufactures in Egypt and Syria, and more especially to the failure of the supply of silk and the increased price of that article in Persia.

The increased importation of English and Indian produce and manufacture is to a certain extent real, but it comprises also the through trade with Bombay by means of the Euphrates and Tigris Steam Navigation Company's steamers, which trade has only recently been set on foot. The surplus is in some measure balanced by additional exportation of local produce, which is entered at the Bagdad Custom-house, in transit to Bussorah.

The following is a statement of the prices of grain at Bagdad during the twelve months included between the 1st March, 1866, and the 28th February, 1867:—

PRICE CURRENT of Grain from 1st March, 1866, to 28th February, 1867. Value in Grand Signor Piastres per alweh wezneh of 134½ lbs.

Description.	1866.										1867.	
	March.	April.	May.	June.	July.	August.	Sept.	Oct.	Nov.	Dec.	Jan.	Feb.
Good Rice (called Negazeh) ...	80	80	80	80	100	100	100	100	125	130	140	140
Inferior Rice (called Shembeh)	42½	42½	42½	42½	62½	62½	62½	62½	80	90	100	100
Wheat	27½	30	32½	35	65	65	65	65	80	85	90	100
Barley	16½	16½	16½	16½	40	40	40	40	45	50	60	60

CONTRASTED STATEMENT of the Bagdad Custom-house Return of Exports and Imports during the last three years, 1864–65, 1865–66, 1866–67:—

Exports and Imports.	1864-65.	1865-66.	1866-67.
	Grand Signor Piastres.	Grand Signor Piastres.	Grand Signor Piastres.
Imports from Persia	27,485,973	24,427,586½	18,036,672
„ Pearls from Bahrein ..	3,199,200	2,556,000	1,860,000
„ From Russia	89,371	68,175	115,313½
„ „ Europe and India	256,419	96,326 / 855,609¼*	1,885,905½
Exports	900,350	491,092½	323,731
„ on which duty is leviable at the port of shipment	1,432,595	1,795,511½	2,267,939
Total	33,363,908	30,290,300¾	24,489,561

* Euphrates and Tigris Company's steamer "Dijleh."

TRADE REPORT OF 1866–67.

Description of Goods.	Quantity.	Value in Grand Signor Piastres.	Total in Grand Signor Piastres.
IMPORTS FROM PERSIA.			
Silk from Resht and Khorassan okes	17,996	4,210,282	
„ called Kej .. .. .. „	12,342	1,079,015	
„ „ Laz .. .. .. „	7,702	417,915	
„ „ „ inferior .. .. „	2,045	79,760	
Kej Twist .. .. „	199	15,141	
			5,802,113
Carpets .. .. No.	11,412	1,834,080	
„ made of Felt .. .. „	236	5,457	
			1,839,537
Isfahan Tobacco .. .. .. okes	655,534	5,566,135	
Pipe Tobacco .. .. .. „	10,936	53,871	
			5,620,006
Kerman Shawls .. .. .. No.	3,083	..	205,626
Cotton Manufacture:			
Chintz Bath Towels .. .. pieces	739	12,234	
Dyed Calico .. .. .. „	80,595	1,032,730	
Stockings .. .. .. pairs	27,778	104,354	
Dyed Calico, called Ghedeck .. pieces	7,142	181,229	
Printed Chintz .. .. .. „	11,885	129,695	
Aprons .. .. „	3,291	39,121	
Chintz Coverlet pieces .. .. „	7,638	128,175	
Women's Chader .. .. „	1,194	44,325	
Lenkeh .. .. „	290	11,540	
Belts .. .. No.	56	1,036	
Cotton Twist .. .. .. okes	174	885	
Shirts .. .. No.	57	450	
			1,685,774

Trade Report of 1866–7— *continued.*

Description of Goods.	Quantity.	Value in Grand Signor Piastres.	Total in Grand Signor Piastres.
IMPORTS FROM PERSIA—*cont.*			
Silk Manufacture :			
Silk Cloth .. .. .. yards	39,625	290,526	
„ Kerchiefs .. .. .. „	1,972	25,933	
„ Satin .. .. .. pieces	11	660	
„ Lace .. .. .. „	34	306	
Kej Cloth .. .. .. „	60½	1,495	
			318,920
Cotton .. .. okes	16,347	152,558	
Wool .. .. „	912	7,296	
Cotton Twist .. .. packages	1,113	9,998	
Woollen Twist .. .. .. okes	25	346	
			170,198
Soft Goat-Hair Felts .. .. pieces	591	17,702	
Yezd Abbas (Cloaks) .. .. No.	38	2,875	
			20,577
Woollen Blankets .. .. No.	372	14,942	
„ Ahrams for Jews .. „	16,411	29,438	
Mule Saddle-Bags .. .. „	2,424	111,729	
Coarse Woollen Cloth for packing goods pieces	1,058	7,625	
			163,734
Goat-Hair Tents .. .. pieces	9,260	512,366	
„ „ Saddle-Bags .. .. pairs	2,375	42,816	
„ „ Nose-Bags .. .. „	698	5,755	
„ „ Twine .. .. okes	1,479	12,106	
„ „ .. .. .. „	19	380	
			573,423
Fur Skins .. .. No.	1,671	13,582	
Sheep „ .. .. „	30	187	
Hides .. .. „	2	15	
Leather .. .. „	10	30	
Shoes .. .. pairs	2,155	26.074	
Russian Leather .. .. .. No.	15	600	
Under Shoes .. .. .. pairs	735	1,566	
			42,054
Sheep .. .. No.	12,072	366,429	
Honey .. .. okes	716	4,911	
Raisins .. .. „	16,935	31,881	
Apples .. .. loads	75	12,349	
Sesame Oil for burning .. .. okes	21,122	123,922	
Ghee .. .. „	4,705	40,029	
Dried Plums (Albockharah) .. „	3,332	14,265	
Castor Oil for burning .. .. „	7,118	28,959	
Walnuts .. .. „	2,973	15,898	
Aloocheh .. .. „	108	2,445	
Rice .. .. „	8,647	13,164	
Almonds .. .. „	2,989	34,063	
Potatoes .. .. „	115	1,150	
Various Dried Fruits .. .. „	20,420	83,123	
Peas .. .. „	10,707	17,278	
Wheat .. .. „	4,460	9,401	
Boiled Wheat .. .. .. „	3,245	5,237	
Garlic .. .. „	1,202	3,330	
Pistachios .. .. „	2,123	18,901	
Manna .. .. „	2,178	5,814	
Bees' Wax .. .. .. „	7,352	62,390	
			894,939

Trade Report of 1869–7—*continued.*

Description of Goods.	Quantity.	Value in Grand Signor Piastres.	Total in Grand Signor Piastres.
IMPORTS FROM PERSIA—*cont.*			
Drugs:			
Pumpkin Seed .. .. okes	2,074	9,316	
Paste Powder .. .. .. „	7,975	24,618	
Madder Root .. .. .. „	3,665	13,507	
Saffron .. .. „	78½	10,416	
Quince Seed .. .. .. „	1,239	18,135	
Tragacanth .. .. .. „	8,244	31,527	
Red Clay (Geel Armeni) .. „	1,864	5,866	
Wesmeh (Hair Dye) .. .. „	1,377	6,623	
Miscellaneous Drugs	..	186,104	
			306,112
Hardware:			
Bridle Bits .. .. .. No.	201	1,005	
Iron Filings .. .. .. okes	571	3,038	
„ Stirrups .. .. .. pairs	163	3,580	
Horse Shoes .. .. .. okes	114	2,090	
Iron Headstalls .. .. No.	1,934	5,095	
Needles .. .. .. gross	166	2,112	
Knives, Small .. .. .. „	1,876	1,824	
Pewter Bowls .. .. .. „	1,607	3,715	
Small Pistols .. .. .. pairs	18	1,862	
Persian Knives, called Ghameh No.	9	425	
Scissors .. .. .. pairs	135	270	
Swords .. .. No.	66	5,370	
Sundries	..	5,957	
			36,343
Horses and Mules .. .. No.	125	48,622	
Mill Stones .. .. .. „	1,432	45,502	
Combs .. .. „	133,090	41,104	
Leather Saddlery .. .. pieces	2,673	23,290	
Shot .. .. okes	12,371	63,490	
Tinders .. .. „	2,282	14,625	
Empty Boxes .. .. .. No.	173	3,990	
Wooden Spoons .. .. .. load	6½	4,275	
Bullocks .. .. No.	114	14,325	
Turquoise, Small .. .. .. gross	73	2,958	
Looking Glasses, Small .. .. No.	504	4,285	
Beads	..	9,453	
Clay for making Beads .. .. okes	438	1,479	
„ for Tanning	..	750	
„ for Smiths .. .. .. okes	1,155	6,235	
Books, Printed .. .. .. No.	873	7,975	
Reed Pens .. .. bundles	1,066	9,010	
Paper .. .. reams	27	1,245	
Sweetmeats .. .. .. okes	293	3,927	
Marble Tank	1	1,000	
Copper .. .. okes	601	19,224	
Horse Cloth	1	250	
Candle Sticks .. .. .. No.	20	1,405	
Calion Sticks and Heads	3,440	5,759	
Miscellaneous Articles, viz.: Spade Handles, Cartridge Holders, Earrings, Wine, Bedmishk, Gun Flint, Glass Calions, Locks, &c.	..	23,438½	357,316½
12,400 Misculs Pearls, imported from from Bahrein at 150 prs.	..	..	1,860,000

Trade Report of 1866–7—*continued.*

Description of Goods.		Quantity.	Value in Grand Signor Piastres.	Total in Grand Signor Piastres.
IMPORTS FROM RUSSIA.				
Piece Goods of all kinds	..	..	39,952	
Crockery	..	..	23,924	
Hardware	..	..	5,882	
Tea	..	..	3,364	
Sundries	..	..	42,191	
				115,313
IMPORTS FROM INDIA.				
Chetareh Piece Goods	pieces	397	70,692	
Aghabanee	„	290	29,840	
Women's Chader	„	170	13,137	
Indian Calico	„	150	7,500	
Benare Tissue Piece Goods	„	15	3,750	
Indigo	okes	12,543	1,369,848	
Agate	pieces	2,096	10,622	
Ginger	okes	40	2,058	
Antimony	„	3,435	17,664	
Sal Ammoniac	„	147	808	
Frankincense	„	1,275	11,880	
Sundries	..	..	8,347	
				1,537,146
IMPORTS FROM ENGLAND.				
Unbleached Madapollams	pieces	5,351	110,877	
Manufactured Silk	yards	118	3,035	
Warm Cloth	„	31	2,525	
Net Muslin	pieces	15	1,065	
Merinos	„	116	10,121	
Wearing Apparel	..	..	17,059	
Cotton Twist	okes	1,436	23,890	
Amberser Shawls	pieces	22	12,650	
Drugs, &c.	..	..	15,149	
Nails	okes	30	4,830	
Block Tin	cantar	131	102,671	
Quicksilver	okes	436	16,065	
Sundries	..	..	28,822½	
				348,759½
EXPORTS.				
Shoes and Slippers	pairs	1,170	9,105	
Camalines	No.	365	19,565	
Linen	pieces	256½	18,031	
Dates	okes	1,206	7,554	
Lamb Skins	..	31,118	107,150	
Cow Hides	..	793	23,902	
Buffalo Hides	..	16	2,000	
Buffaloes	..	47	10,950	
Sweet Meats	okes	616	4,599	
Soap	„	341	1,585	
Logwood	„	299	6,597	
Amberboo Rice	„	2,953	5,245	
Lenkeh Piece Goods	„	104	3,571	
Combs	..	13,284	3,438	
Dyed Calico	pieces	376	16,329	
Galls	okes	4,773	43,336	
Printed Chintz	pieces	339	5,329	
Copper	okes	281	2,964	
Bitumen	„	7,810	1,923	
Otter Skins	No.	388	3,525	
Drugs	okes	1,386	8,681	
Wearing Apparel	..	..	2,270	
Sundries	..	..	16,077	
				323,731

Trade Report of 1866–7—*continued.*

Description of Goods.		Quantity.	Value in Grand Signor Piastres.	Value in Grand Signor Piastres.
Merchandize Exported, upon which Duty is leviable at the port of shipment.				
Wool	okes	580,033	2,161,930	
Wheat	kilos.	2,227	34,073	
Drugs	okes	6,990	10,485	
Galls	„	1,754	11,840	
Saltpetre	„	2,420	2,420	
Lamb Skin	No.	3,610	11,191	
Arab Horses	„	9	36,000	
				2,267,939
Grand Total		..	..	24,489,561

Bagdad, November 7, 1867.

BUSSORAH.

Report by Mr. Vice-Consul W. P. Johnston on the Trade of Bussorah, in Turkish Arabia, for the Year beginning 13th March, 1866, ending 12th March, 1867.

Shipping.

The following are the number and tonnage of British and British Indian vessels which entered and cleared the port of Bussorah during the year :—

Steamers.		Sailing Vessels.		Total Tonnage.
No.	Tons.	No.	Tons.	
27	18,325	25	11,635	29,960

Six of the sailing vessels, aggregating 3,250 tons, came direct from England with coals and general cargoes. Three left in ballast, and the other three with cargoes for the Mauritius and England. The remainder, twenty-seven steamers and nineteen sailing vessels, were engaged in the Indian, Red Sea, and Persian Gulf trades.

The tonnage visiting Bussorah does not afford the slightest criterion of its trade. The twenty-seven steamers, of which twenty-four were contract mail boats, represent 18,325 of the tonnage in the Table, but they only brought 763 tons of cargo to, and took 369 tons of cargo from, this port.

The number and tonnage of non-British vessels which visited Bussorah during the past year, were as follows :—

Declared Nationality.	Steamers.		Sailing Vessels.	
	No.	Tons.	No.	Tons.
	Government.			
Turkish	2	1,200	1,103	86,432
French	1	260	1	378
Dutch	..	..	1	393
Persian	..	..	258	17,641
Total	3	1,460	1,363	104,844

Most of the above and of the nineteen British Indian sailing craft arrived in ballast. Some took away Turkish Government grain on freight to Hodeidah and Jeddah, in the Red Sea; a few obtained other cargo, and many went away in ballast. So numerous were the vessels attracted hither by the knowledge that a large quantity of grain would be exported by the Government, while so little employment could be found for them in India, the Red Sea and Persian Gulf, owing to the famine in Bengal, that the supply far exceeded the demand, and the competition was so keen that fifteen dollars per 5,600 lbs. weight were accepted from Bussorah to Jeddah. Fifteen dollars is about one-third of

the freight paid by Government last year; about one-half of that paid in ordinary years, and is altogether unremunerative to the shipping. The effect of this low rate will probably be that a sufficient number of vessels to meet the requirements of the place will not be forthcoming next season.

The 1,103 vessels figuring in the above list as Turkish belong, for the most part, to the ports on the western shore of the Persian Gulf, and represent about 300 bughlehs of sizes which call at this port several times in the course of the year, but which are recorded separately on each occasion. The same remark applies to the 258 Persian vessels which belong to the ports on the eastern shore of the Gulf.

Trade and Commerce.

Exports.—The following Table shows the value of articles exported during the year on which Customs duties were levied in Bussorah, but does not include those on which export duties were paid in the interior:—

Articles.	Value in Grand Signor Piastres.
Barley	17,420
Beans	2,299
Cotton Piece Goods	2.225
Dates, of all sorts	7,295,470
Date Juice	1,100
Dholl	28,294
Gall Nuts	378,000
Millet	4,704
Rice	43,312
Wheat	231,898
Wool	989,200
Total	8,993,922*

* Equal to Sterling at 110 .. £81,762 18*s.* 6*d.*

Dates.—Last year, when the young dates were about the size of currants, swarms of locusts made their appearance in this district and destroyed such quantities of the fruit that the total yield was less than 30,000 tons—about half that of ordinary years. So great, however, was the demand, owing to the extraordinary influx of shipping and the low rate of freight, that the prices realised were double those of the average of the last five years. The following Table shows the average price obtained for the different kinds of date, per cara of 5,600 lbs. :—

	£	*s.*	*d.*
Hullawi	26	3	3
Khudtherawi	21	1	8
Sayr	18	6	0
Zehdi	24	8	9

They did not, however, realise proportionably high rates in India, and nearly all the dates sent there were sold at a loss.

Dates are sold by the large cara (5,600 lbs.), but quantities exported produced, &c., are always stated in small caras (2,800 lbs). I may here state that the rates quoted for this article in the last Bussorah Trade Report should have been per 5,600 lbs. not per 2,800 lbs. The error escaped any notice until now.

Grain—The Turkish Government sent 6,000 tons of wheat and 4,100 tons of barley and rice to ports in the Red Sea during the past year. With this exception but little grain was exported. The cost at which corn can be produced would certainly admit of its exportation in large quantities, but the cultivator is so harassed by a vicious system of taxation that he sows but little. The means of transport too are so interfered with by Government that though grain may be cheap in the interior but little finds its way out of the country. Though the grain crop last year was not a bad one the Bagdad market was tampered with by the Government to such an extent that some wheat which had been brought from Bagdad for sale here, was sent all the way back again and sold in Bagdad. The following Table shows the monthly prices of grain in this market for the year, per tagher of 3.055 lbs. :—

	Mesopotamian Wheat.	Persian Wheat.	Superior Rice.	Inferior Rice.	Barley.
1866.	*s.*	*s.*	*s.*	*s.*	*s.*
March	119	180	98	90	69
April	121	192	100	94	66
May	124	211	115	115	66
June	128	191	119	119	64
July	126	201	127	121	67
August	128	210	131	121	67
September	130	230	131	125	67
October	134	220	145	140	77
November	153	220	145	140	96
December	162	220	163	140	115
1867.					
January	162	224	163	140	115
February	168	227	165	153	119

Horses.—Though the prohibition against the exportation of horses was removed in March last, up to date but few have been sent away. A correct opinion of the effect the prohibition may have had on the Indian demand for Arab horses, how far it may have driven Indian dealers to draw their supplies from other sources, and how far horses from other countries will have succeeded in supplying the want caused by the prohibition, cannot be formed before the autumn, which is the season for their export.

Specie.—£57,621 in coin was remitted from Bussorah to India during the year, for the purchase of manufactures and British Indian produce.

Imports.—The following Table gives the value of imports from seawards on which duty was levied by the Bussorah Custom-house during the year 1866–7 :—

Articles.	Grand Signor Piastres.
From India and the United Kingdom :—	
Alum	2,700
Antimony	4,050
Bamboos	18,775
Beads, Wooden	6,580
„ Glass, and Glass Armlets	22,940
Beer	129,660
Betelnuts	1,550
Brandy	37,040
Brass Plates	10,550
Camphor	2,200
Candles	22,140
Candlesticks	2,280

Articles.	Grand Signor Piastres.
From India and the United Kingdom—*continued*:—	
Carpenters' Tools	2,250
Cardamoms	22,120
Carriages	17,000
Cassia	14,600
Cinnamon	29,055
Cloves	17,120
Coals	318,390
Coffee, Malabar	2,788,000
Cocoanuts	16,639
Copper Sheets	294,000
Copperas	15,495
Cutlery	3,245
Earthenware	141,519
Ebony	695,900
Files	300
Furniture	250,271
Ginger	183,156
Glassware	94,886
Indigo, Bengal	6,394,700
„ Madras	31,580
Iron, Bars, Rods, sheet and hoops	412,750
„ Safes	21,250
Jewelry and Watches	8,470
Lead, in pigs	20,200
„ Red	19,400
Lignum Vitæ	700
Logwood	24,000
Manufactures:—	
Bobbin Net	44,793
Blue Calico	4,314,068
Canvas	16,700
China Silk and Crape	114,195
Cotton Yarn	243,746
„ Velvet	180
Floss Silk	47,930
Grey Calico	3,478,175
Gunny Bags	57,600
Handkerchiefs	47,755
Indian Silks	1,132,050
„ Cottons	375,720
Lappets	272,200
Muslins	116,670
Printed Cottons	290,725
Tanjibs	149,920
White Calicoes	360,550
Woollen Cloth	22,377
„ Goods	75,860
Matches	9,200
Medicines, Drugs and Dyes	13,604
Muskets	5,060
Nails, Iron and Brass	19,750
Needles	1,425
Nutmegs	8,200
Olibanum	27,500
Paint Oils	36,600
Padlocks	1,560
Paper	3,040
Pepper	438,445
Pepperment Lozenges	6,426
Pickles	2,050
Pictures	240
Planks	141,336
Ploughs	2,580
Preserves	56,275
Rafters	44,122

Articles.	Grand Signor Piastres.
From India and the United Kingdom—*continued:*	
Rice	3,000
Rope, Coir	66,493
Rum	3,500
Sal Ammoniac	7,848
Sandal Wood	5,652
Snuff	2,555
Soap	900
Speltre	585
Steel	63,820
Stones, from Cambay	51,360
Sugars:—	
Refined	323,840
Crystallized	1,393,080
Soft	897,960
Candy	179,465
Tamarinds	207,980
Tea	290,600
Tin Plates	34,300
„ in Pigs	203,400
Turmeric	190,420
Wine	32,100
Wire, Iron and Brass	17,750
Wool, Press	6,000
Sundries	1,598,830
	29,657,526

Prs. 29,657,526 at 100 = £269,613 17*s.* 5*d.*

From Persia and Persian Gulf Ports:—	
Barley	38,954
Bark for tanning	29,475
Beeswax	12,565
Bottles	674
Charcoal	7,254
Cheese	3,365
Combs	650
Copper utensils	735,040
Cotton	121,790
Cotton manufactures	148,987
Dried Fruits	53,096
Firewood	72,450
Garlic	1,755
Ghee	42,680
Goat's Hair	100,225
Gram	10,049
Henna	298,134
Honey	1,000
Hides	2,711
Indigo	30,100
Limes and Limejuice	3,885
Madder Root	74,885
Medicines, Drugs, Dyes, &c.	10,825
Millstones	41,745
Musket Locks	1,350
Naptha	1,730
Onions	3,710
Opium	1,500
Pitch	940
Rice	51,405
Roses and Rosewater	15,010
Saffron	820
Scented Clay	7,062
Seeds	9,019

Articles.	Grand Signor Piastres.
From Persia and Persian Gulf Ports—*continued:*	
Sesame Oil	57,457
Sheep	11,000
Shoes	13,262
Silk Manufactures	78,915
Sulphur	550
Swords and Knives	141,515
Tallow	2,352
Tobacco	1,558,994
Wheat	1,350,351
Wine	8,750
Woollen Manufactures	64,807
Sundries	917,699
	6,140,492

Prs. 6,140,492 at 110 = £55,822 13*s.* 1*d.*

Summary of Imports.

	£	*s.*	*d.*
From India and the United Kingdom	269,613	17	5
From Persia and the Persian Gulf Ports	55,822	13	1
Total	325,436	10	6

Though the imports are slightly in excess of those of last year, trade has not in any way improved. The accumulated stocks of unsold goods are very much greater than they have been for a long time, and the commercial transactions of the place are sadly crippled by the insufficiency of coin in circulation to meet their ordinary requirements. One of the causes of the scarcity is, that of late the Customs duties, &c. have been mostly remitted to Bagdad in specie; but little of the coin so remitted finds its way back, and the real circulating medium of Bussorah at present is a foreign coin—the Persian keran. The Customs refuse to accept this in payment of duties, except at a rate below its intrinsic value, and the difficulty of getting the pure Turkish coin demanded considerably inconveniences both the Customs and the merchant, for merchandize is not unfrequently left unclaimed for a month, while its owner is collecting sufficient Turkish coin to defray the duty. This want of money, however, is only one of the causes of the existing depression. The disorganized state of trade in Bombay has affected this market to some extent, and the losses sustained on dates by almost every trader in the place has made debts difficult of collection: merchants are consequently very cautious and give but little credit.

The prices of imports—particularly of manufactures—show a decline, while those of articles of local production show a slight increase over those of last year. The following Table of the average prices obtained during the year for articles of common consumption is compiled from weekly and bi-monthly price currents:—

Articles.		Quantity.	Value.		
			£	s.	d.
Arrack	bottles	25	1	14	6
Damascus Soap	lbs.	28	0	11	6
Beef	,,	6	0	1	1
Bread	,,	6	0	0	6½
Butter	,,	6	0	7	4
Eggs	..	100	0	2	2
Firewood	lbs.	3,055	1	8	9
Flour	,,	6	0	0	9
Ghee	,,	152	4	8	1
Mutton	,,	6	0	1	6
Onions	,,	152	0	3	10
Raisins	,,	28	0	9	7
Salt	,,	6	0	0	6½
Salt Fish	,,	6	0	0	11
Sesame Oil	,,	152	4	6	3
Vegetables	,,	152	0	9	0
Vinegar	,,	6	0	0	9
Candles	box	..	1	10	0
Turkish Tobacco	lbs	2 8/10	0	4	10
Bengal Sugar	,,	28	0	11	0
Cardamoms	,,	28	7	13	4
Crushed Sugar	,,	28	0	13	5
Crystallized Sugar	,,	28	0	13	5
Mysore Sugar	,,	28	0	9	7
Sugar Candy	,,	28	0	19	2
Indigo	,,	28	10	1	3
Mocha Coffee	,,	28	0	17	3
Malabar Coffee	,,	28	0	17	3
Pepper	,,	28	0	9	7
Persian Tobacco	,,	152	2	0	3
Bullocks	each	..	1	10	8
Calves	,,	..	0	8	8
Ducks	,,	..	0	0	11
Fowls	,,	..	0	0	9¾
Sheep	,,	..	0	9	1
Cotton	lbs.	6	0	3	10
Charcoal	,,	152	0	7	8
Reed Mats	..	100	1	6	10
Coir Rope	lbs.	152	1	18	4
Logwood	,,	28	0	3	10
English Iron	,,	152	0	15	4
Lead	,,	28	0	7	8
Steel	,,	152	1	12	7
Swedish Iron	,,	152	1	8	9
Tin Plates	boxes	..	1	12	7
Blue Cotton Cloth, 32 inch, 48 yards	piece	..	2	1	8
Blue, Orange, and White Chintz, 23 inch, 28 yards	,,	..	0	12	5
Furniture Chintz, 23 inch, 28 yards	,,	..	1	0	1½
Grey Long Cloths, 39 inch, 36 yards	,,	..	0	16	3½
Grey Shirtings, 39 inch, 38½ yards	,,	..	0	17	9
Grey T Cloths, 32 inch, 24 yards	,,	..	0	11	6
Lappets, ordinary, 40 inch, 10 yards	,,	..	0	7	8
Orange Chintz, 23 inch, 28 yards	,,	..	0	10	1
Swiss Chintz, 23 inch, 28 yards	,,	..	0	17	3
White Tanjibs, 40 inch, 20 yards	,,	..	0	7	8
White Shirtings, 36 inch, 40 yards	,,	..	0	14	4½

Exchanges.—Though the Persian keran is now almost the only coin in circulation, purchases and sales continue to be effected exclusively in shamis, the keran and other coins being accepted at the rate of the day when payments fall due. Notwithstanding this the demand for shamis does not appear to lessen, and the absorption of the coin gives

what remains a fictitious value. By the following Table, which shows the average rates during the year, it may be seen that the shami has increased in value during the last twelve months : —

Coins.	1866–67.
Shamis per 100 German Crowns	216
Shamis per 100 Persian Kerans	44
Shamis per 100 Rupees	102
Grand Signor Piastres per Shami	10½
Grand Signor Piastres per £ sterling	110

Bussorah, 27th July, 1867.

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PALL MALL

GREECE.

ISLAND OF CEPHALONIA.

Report by Consul Sir Charles Sebright on the Trade and Commerce of the Island of Cephalonia, for the year 1866.

The vintage of this year opened with prospects more than usually flattering,—the results have unfortunally added one more instance to the many on record of precariousness of this species of crop as a staple article of produce, and of its utter unreliableness as a source of income to the proprietor, or of remuneration to the cultivator of the soil.

The first picking, comprising about one-third of the whole crop, was secured in prime condition; but the drying areas had scarcely been filled up with a fresh relay of fruit, when heavy rains set in and the whole of their contents, thus exposed, were either swept away or rendered wholly unserviceable for any other purpose than that of destillation. The portion of grapes that remained ungathered was latterly secured in tolerable condition, but very much deteriorated in quality. When the grape is fully ripe it rapidly absorbs moisture; the consequence is that a few showers of rain cause it to swell out greatly beyond its natural size, and when in this state under a hot sun. the rind bursts and the saccharine juice, the abundance of which determines the quality of the fruit, exudes and is evaporated. The fibrous part which remains shrivels up in drying, and often assumes a reddish tint: an invariable indication that the fruit has either suffered damage from the cause just alluded to, or is the produce of an inferior soil.

Thus, of the rich vintage of the year, one-third is to be retained as excellent of its kind, one-third as unfit for the market, and the remaining moiety of a comparatively inferior quality. Yet, notwithstanding all deductions and defects, on reference to the annexed table, it will be observed that the gross produce of the season exceeds that of last year by about 700 tons.

Sales opened at 32 dollars per mil. in the Lixuri market, on which side the finest currants are produced, not without undue pressure, however, for the peasantry who farm the vineyards, and have an immediate interest in half the produce, assembled *en masse*, assumed a menacing attitude, and intimated a determination to prevent purchases at a lower price being embarked, and as several vessels had been chartered, and were in port ready to receive their lading, the exporters, in order to maintain their engagements, were compelled for the moment to submit to the imposed conditions. But no sooner had the first cargoes been provided for, than prices fell at once to 28 dollars per mil.; a little later, under the impression that the supply, owing to the damage sustained from the rains. would prove insufficient for the demand abroad, a good deal of competition arose among speculators, and prices were forced up to 30 dollars. Ultimately, however, the price fell to 26 dollars for samples offered as sound, but in reality a mixture of sound and rain damaged fruit. The lowest price paid for middling quality was 24 dollars; the very inferior sorts were disposed of at 22 dollars and 20 dollars per mil.

As quotations in the English market for currants of the finest quality have never exceeded 28*s*. per cwt., and eventually fell as low as 25*s*., spe-

culators, as a matter of course, must be expected to lose heavily, at rates varying perhaps from 30 to 40 per cent.

The immediate effects of this disheartening prospect will, it is to be feared, be most severely felt by the peasantry, whose existence in any degree of comfort depends, throughout the winter months, on advances received from the currant dealers on the guarantee of their next year's produce.

The losses already sustained in the trade will deprive not a few respectable houses of the means of continuing the wonted accommodation While the turbulent spirit manifested by the peasantry themselves at the commencement of the season, as has been already referred to, above all, the example held up by the persistent and successful refusal for the last two years of the rural population of one of the sister islands, to pay their just debts, must disincline such as have means and are otherwise well disposed, from risking their capital on so slippery a venture.

The shipments of the crop, which, up to the end of the year, amounted to 6,464 tons, were effected in 35 vessels of the aggregate burthen of 16,600 tons, of which only *three* were under a foreign flag, viz.: one Swedish, one Dutch, and one Austrian These vessels are again to be classed under 16 steamers and 19 sailing vessels of the burthen of 13,520 and 3,080 tons respectively. Steamers are preferred, owing to the facility they present of rapid transport, as also on account of the lower rates of freight, at which they are to be obtained. Freights have hitherto varied from 20*s.* per ton to 50*s.*, but this latter rate only at the beginning of the season, and for very small parcels. The difference between the amount of tonnage employed, and the varying rates of freight, is explained by the fact that a portion of their cargoes were shipped in Zante or the Morea, while others were partially loaded with goods from more distant ports in the Mediterranean.

Currant Shipments from Cephalonia from the 1st January to 31st December, 1866.

1865 Crop.

Date.	Flag.	Vessel.	Name.	Destination.	Freight.			Final Destination.	Rate of Freight.
					Cephalonia.	Morea	Total.		
					Tons.	Tons.	Tons.		
January 1	Dutch	Schooner ...	Concordia ...	Rotterdam ...	85	...	85	...	35*s.*, 10p.ct.
,, 9	English	Steamer ...	Corcyra ...	London ...	88	...	88	...	...
,, 16	,,	Schooner ...	Manx Mynx .	Liverpool ...	87	...	87	...	...
,, 18	Austrian	Steamer ...	Malta ...	Trieste ...	5	...	5	...	...
,, 25	English	Schooner ...	Flying Foam .	Orders ...	73	23	96	...	...
Febry. 2	Danish	,, ...	Alice	Antwerp ...	127	...	127	...	...
,, 17	Greek	Brig	Theano ...	Taganrog ..	22	...	22	...	...
March 19	Dutch	Schooner ...	Argo	Amsterdam .	164	...	163	...	...
,, 19	English	,, ...	Bezaleel ...	Orders ...	131	...	131	...	...
April 5	,,	,, ...	Excelsior ...	,, ...	131	...	131	...	...
,, 23	,,	,, ...	Mary	,, ...	6½	...	6½	...	...
May 8	Austrian	Steamer ...	America ...	Corfu	12½	...	12½	... Liverpool	...
					931	23	954		

CURRANT Shipments—*cont.*

1866 CROP.

Date.	Flag.	Vessel.	Name.	Destination.	Freight.			Final Destination.	Rate of Freight.
					Cephalonia.	Morea.	Total.		
					Tons.	Tons.	Tons.		
August 19	English	Steamer ...	Syrian	Liverpool ...	457	228	685	...	...
,, 21	,,	,, ...	Alexandra ...	London... ...	575	155	730	...	...
,, 25	,,	,, ...	Hellenis ...	,, ...	425	197	622	...	50*s.*
,, 31	,,	,, ...	Sidon	Liverpool ...	288	205	493	...	...
Sept. 1	,,	Schooner ...	Golden Light.	Orders	135	...	135	Hamburg	...
,, 1	,,	Steamer ...	Sicilian ...	Liverpool ...	397	231	628	...	...
,, 6	,,	,, ...	Orontes ...	,, ...	133	...	133	...	45*s.*
,, 8	,,	,, ...	Kedar	,, ...	617	738	1,355	...	...
,, 8	,,	,, ...	Ann	London... ...	248	275	533	...	...
,, 8	,,	Schooner ...	Merry Heart..	Orders	90	47	137	Bremen	...
,, 14	,,	,, ...	Mary	,, ...	163	...	163	London	...
,, 15	,,	,, ..	Harrier ...	,, ...	149	...	149	,,	...
,, 17	,,	Bark	Star Queen ...	Antwerp ...	124	...	124	...	...
,, 21	wedish	,, ...	Caroline ...	Orders	...	157	157	...	...
,, 21	English	Schooner ...	Belle	New York ...	...	172	172	...	...
,, 25	Dutch	,, ...	Sophia	Orders	184	...	184	...	...
,, 27	English	Brig	Elizabeth Ann	Hamburg ...	111	52	163	...	...
,, 27	,,	Steamer ...	Fairfax	London... ...	89	379	468	...	...
,, 29	,,	Brig	Wish	Orders	156	...	156	...	...
October 1	,,	Steamer ...	Albanian ...	Liverpool ...	180	246	426	...	30*s.*
,, 2	,,	,, ...	Parthenon ...	London... ...	188	92	280	...	35*s.* to 40*s.*
,, 2	,,	,, ...	—	Malta	2½	...	2½	...	...
,, 4	,,	Schooner ...	Ellen	Orders	229	...	229	...	...
,, 5	,,	,, ...	Violet	,, ...	59	...	59	Rotterdam	...
,, 5	,,	,, ...	Onward ...	,, ...	167	29	196	Antwerp	...
,, 5	,,	Brig	Sarah	London... ...	...	242	242	...	...
,, 9	,,	Steamer ...	Cairo ...	Liverpool ...	404	372	776	...	20*s.* & 25*s.*
				Gibraltar ...	1½		1½		
,, 19	,,	,, ...	Smyrna... ...	Liverpool ...	187	638	825	...	20*s.* & 25*s.*
,, 27	,,	,, ...	Hellenis ...	London... ...	29	33	62	...	35*s.*
,, 28	,,	Brig	Result	Orders	188	...	188	...	...
,, 28	,,	Steamer ...	Venice	London... ...	...	61	61	...	...
Nov. 3	,,	Schooner ...	Edwd. Vittery.	Antwerp ...	111	17	128	...	...
,, 10	,,	,, ...	Island Queen.	Orders	179	...	179	London	...
,, 24	,,	,, ...	Willie	Liverpool ...	77	3	80	...	...
,, 27	,,	,, ...	Kate	Orders	121	...	121	...	...
,, 28	Austrian	Steamer ...	Vulcan... ...	Trieste	...	11	11	...	...
					6,464	4,580	11,044		

SHIPMENTS of Cephalonia Currants, and their destination in 1866.

1865 CROP.

To United Kingdom	London .. Tons	94½		
	Liverpool .. ,,	99½		
			Tons	194
To Continent ..	Holland .. Tons	248		
	Belgium .. ,,	127		
	Austria .. ,,	5		
	Russia .. ,,	22		
			,,	402
To Orders, mostly for Continent ..			,,	335
			Tons	931
Shipped up to 31st December, 1865, making the total crop that year			,,	6,229
				Tons 7,160

1866 CROP.

United Kingdom and Possessions ..	London .. Tons	2,045	
	Liverpool .. ,,	2,740	
	Malta .. ,,	2½	
	Gibraltar .. ,,	1½	
Carried forward .. Tons		4,879	

SHIPMENTS of Cephalonia Currants—*cont.*

		Brought forward ..	Tons 4,879	
Continent direct ..	Antwerp ..	Tons 402		
	Hamburg ..	„ 426		
	Bremen ..	„ 90		
	Rotterdam ..	„ 59		
			„ 797	
Orders mostly gone to Continent			„ 878	
Shipped up to 31st December 1866 ..			Tons 6,464	
Held for shipment by sundries ..		Tons 1,030		
Unsold in growers' hands		„ 360		
			„ 1,390	
Which makes the total crop for 1866				„ 7,854
Excess in 1866 over 1865				Tons 694

SHIPMENTS of Morea Currants, and their destination for Cephalonia in 1866.

1865 CROP.

For Orders			Tons 23

1866 CROP.

United Kingdom	London ..	Tons 1,434		
	Liverpool ..	„ 2,661		
			Tons 4,095	
United	New York		„ 172	
Continent ..	Hamburg ..	Tons 52		
	Bremen ..	„ 47		
	Antwerp ..	„ 203		
	Trieste ..	„ 11		
			„ 313	
				„ 4,580
Total Exports of Morea fruit from Cephalania in 1866 ..				Tons 4,603

Thus the total exports for the year of Cephalonia and Morea grown Currants amount to 11,998 tons, The aggregate burthen of steamers and sailing vessels engaged in the trade amounts to 16,600 tons. From the large quantity of fruit thrown on the market, it is very evident that a great proportion of the rain-damaged currants, which in fact were only fit to be converted into wine or spirit, were made available for exportation, mixed, it is to be suspected, with sound Morea fruit, of which, from the preceding season, a considerable amount had remained unsold. Hence the first sales in England had scarcely been effected at somewhat remunerating prices, when the inferior quality of the article was discovered, and it remained a drug on the hands of the dealers. Prices in the island fluctuated from 32 dollars to 18 dollars per mil. The general average may be fairly taken at 25 dollars or 25½ dollars per mil.

The usual causes continue to operate to the disadvantage of the insular cultivators, the price of labour has nearly doubled, the vine disease continues its ravages, and the foreign market is glutted by the yearly increasing produce of the Morea. To all these drawbacks on successful competition falls to be added the heavy duty of 19½ per cent. *ad valorem* levied in the Ionian Islands, at least double that paid in Greece. Now that the Islands are incorporated with, and constitute an integral part of the mother country, it seems difficult to reconcile the continuance of such a practice with the dispositions of existing commercial treaties with that kingdom.

This heavier tax is intended doubtless to recoup the revenue for the exemption the Ionians enjoy, from the tithes imposed in Greece on live stock and on agricultural produce of every description, a system, the introduction of which in the Islands, would be most unpopular, and would probably be resisted.

The arrangement as regards both the governing and the governed is unquestionably convenient, profitable and politic, only, as matters at present stand, the burthen of it unavoidably falls on the merchant, who is compelled to disburse the duty in the first instance, diminishing his profits, or, as most frequently happens, on the consumer, by being added to the price of the article in the market.

Sulphur.—As long as the vine disease continues, this mineral, the only effectual antidote to its ravages, must remain an article of indispensable necessity. The quantity introduced this year through the Custom-houses of Argostoli and Lixuri amounts to 31,776 cwts., at a prime cost of 8,143*l.* 1*s.* 2*d.*, of which the market value, according to the Merchants' Returns, is estimated at 9,332*l.* sterling. This outlay falls exclusively on the proprietors of vineyards, absorbing nearly one-tenth of the entire proceeds of the crop.

Grain.—Owing to the droughts which prevailed during the early spring, the crops in the island were considerably under the average, and barely sufficed to furnish a three months' supply for the population. Yet this circumstance serves to account but in a very partial degree for the unusually large quantity of cereals which figures in the List of Importations. Cephalonia is fast becoming the depôt whence grain is drawn for the supply of the other islands and of the opposite continent of Greece, extending along the western seaboard from the Gulf of Patras to Cape Matapan. Some 200,000 bushels would have amply sufficed to meet local requirements; the quantity imported into the island amounted in all to nearly 588,000 bushels.

In the subjoined table the average prices of wheat in the market of Argosti are indicated. But the prices charged by retail dealers ranged much higher when payment was not made immediately and in cash. By the middle of November the price of grain taken on credit, with the promise of payment either in cash or in produce on the arrival of the currant season, had risen to the enormous rate of 2 dollars (8*s.* 8*d.*) per bushel. Great distress had begun to prevail among the rural population, whose means and credit were alike exhausted, and apprehensions were general that, impelled by hunger, they might be led to make a descent on the towns, for the purpose of plundering the richly furnished grain stores, and the perpetration of all sorts of excesses.

At this critical conjuncture one of those events occurred, through which by the overruling purpose of an inscrutable Providence a partial amount of good is made to flow from the greatest general calamities. On the night of the 17th December a hurricane of unexampled violence burst over the island, and before morning dawned 15 vessels laden with grain, out of a larger number anchored in the roadstead, had been driven on shore all but total wrecks. After blowing with unabated violence for two days and nights, the tempest was succeeded by calm weather, and the most energetic measures were adopted for landing the cargoes of such of the wrecked vessels as had not completely broken up. About 60,000 bushels of first-class wheat were recovered, principally Russian, and destined for the markets of Italy and France.

Of the recovered wheat more than one-half was so much damaged, that it had to be sold on the spot for behoof of the insurers, and for this purpose it was disembarked in large heaps at the most accessible points for landing, at the Lazzaretto and along the quays.

The famished peasantry lost no time in turning to account so favourable an occasion of obtaining the much needed supplies. They rushed down in thousands on the town of Argostoli, and at one moment threatened to appropriate the heaps of grain, without leave asked or given, as legitimate booty. The troops in garrison did not number 200 men, and those mostly recruits; so that the maintenance of law and order by the employment of force was not to be thought of. Fortunately the peaceful entreaties and remonstrances prevailed with the hungry multitude. One parcel of the exposed grain was allowed to be put up to auction, the result of the sale to fix the price for the remainder. The prices thus obained ruled from 2*s*. 6*d*. to 1*s*. 1*d*. per bushel, according to the more or less damaged state of the grain. Although much damaged from immersion in the sea-water for several days and fast approaching a state of fermentation; yet on being washed in fresh water, and dried in the sun, it produced bread of a quality very much superior to that in common use among the peasantry. The dreaded famine crisis was thus warded off, and the storm passed away very much to the satisfaction of the half starved country population.

A sad moral attaches to this narrative of facts, although scarcely within the scope of a commercial report. Little did the unfortunate peasantry dream in the hour of their triumph, that a terrible catastrophe was at hand, about to burst over their heads, After the disastrous earthquake of the 3rd February following, many of the actors in the scenes above described were, along with the hoarded grain, disinterred from the wrecks of their ruined cottages, either dead or hopelessly maimed for life.

TABLE showing the Arerage Price of Grain from the 1st January to the 31st December, 1866.

Month.	Description of Grain.									
	Taganrog.		Ismail.		Galatz.		Odessa.		Soft.	
	Price per Chilo.	Per Qr.	Price per Chilo.	Per Qr.	Price per Chilo.	Per Qr.	Price per Chilo.	Per Qr.	Price per Chilo.	Per Qr,
		s. d.		*s. d.*		*s. d*		*s. d.*		*s. d.*
January ...	152½	50 10	143	47 8	133½	44 6	...	...	105	35 0
February ...	151	50 4	...	...	...	...	...	...	94	31 4
March	153	50 0	141	47 0	...	...	...	...	97	32 4
April	...	...	137½	45 10	...	...	...	...	90	30 0
May	142½	47 6	138½	46 2	...	...	...	...	90	30 0
June	126	42 0	137½	45 10	...	...	...	...	93	31 0
July	...	...	126½	42 0	114	39 8	130	43 4	80	26 8
August ...	...	...	113	33 6	110	36 8	130	43 4	76	25 4
September ...	...	...	135	45 0	120	40 0	145	48 4	80	26 8
October ...	...	...	145	48 4	134	44 8	150	50 0	90	30 0
November ...	...	...	148	49 4	140	46 8	154	51 4	90	30 0
December ...	...	...	150	50 0	154	51 4	156	52 0	96	32 0

Olive Oil.—This was once the staple product of the island, but at a period when currants were selling for 60 dollars, and even 90 dollars per mil., whole groves of olive trees were rooted up to make way for vineyards. This was a false step, and those proprietors who, lured by the transitory prospect of immense and immediate gains, sacrificed their olive-trees, now bitterly lament their mistake.

The whole of the oil which passed through the Custom-house was exported to the Russian and Turkish ports of the Black Sea, with the sole exception of about 100 barrels shipped for England. The price averaged 32¼ dollars (2*l*. 11*s*.) per barrel of 16 imperial gallons, corresponding to about 54*l*. sterling per tun (252 gallons) free on board.

According to the Custom-house returns the quantity exported amount to no more than 1,259$\frac{7}{10}$ barrels, valued at 3,093*l*. 6*s*. 3*d*. A more reliabl account of the exports for the year may be found in the annexed table drawn out from information collected from the merchants and other authen-

tic sources. (Appendix No. 1.) As therein stated the number of barrels exported amounts to 2,379, value 6,990*l.* 15*s.* 9½*d.*

I must profess myself unable to offer any satisfactory explanation of the discrepancy which exists between the two statements as regards both quantity and value.

It is but fair to add that, although every exertion was used to obtain returns from the outports, all endeavours to that effect have proved unsuccessful. The confusion caused by the disaster of the 3rd February hinted at above, and which occurred at the very time, when the reports of the different branches of the financial department were being made up, may in some degree serve to explain the cause, although it forms no valid excuse for indefinitely withholding the required information.

Live Stock.—There is no entry under the rubric in the Argostoli returns. In those of Lixuri, 60 head of horned cattle, valued at 319*l.* 1*d.*, and 56 head of sheep and goats, valued at 18*l.* 4*s.*, form the sole entries.

As the island is almost entirely dependent on the opposite continent for supplies of butchers' meat, the trade in live stock of all descriptions is considerable. But the important animals are uniformly landed at the outports on the eastern side of the island. Gu'scardo, St. Euphemia, or Samos, and from those places, as has been already stated, there are no official returns, I am, therefore, once more compelled to recur to non-official sources for the required information. On referring to the proper column, in Appendix No. 1, it will be observed that the value of imported live stock is set down at 18,178*l.* 6*s.* 8*d.* The numbers of each sort are not specified, but the above figures, as regards value, may be accepted as essentially correct and reliable.

Balance of Trade.—With imperfect data to work upon, it is evident that any calculation bearing on the balance of the trade of the island for the year 1866, must be purely approximative.

The following is a summary of the official returns of the imports and exports for the year:—

Imports.		
Port of Argostoli	£206,259 19 11	
Port of Lixuri	7,782 11 2	
		£214,042 11 1
Exports.		
Port of Argostoli	£101,053 17 4½	
Port of Lixuri	62,496 3 2½	
		£163,580 0 7
Balance against the trade of the island..		£50,492 10 6

Appendix No. 1 —Exports 1866.

Month.	Currants. Value.	Olive Oil. Value.	Wines and Spirits. Value.	Foreign Grains. Value.	Foreign Manufactures. Value.	Sundries. Value.
	Dls. Cts.	Dls. Cts.	Dls. Cts.	Dls. Cts.	Dls. Cts.	Dls. Cts.
January ...	18,912 62	8,419 82	408 60	11,620 16	4,890 12	3,630 90
February ...	9,702 75	6,967 18	431 84	8,292 0	5,726 32	3,084 74
March	19,737 50	228 32	1,993 43	8,950 0	4,166 84	2,540 33
April	7,726 42	321 16	805 58	27,605 0	5,724 32	1,964 94
May	824 25	11,782 86	350 46	15,962 0	3,018 0	1,641 16
June	...	183 16	357 24	10,430 0	4,220 32	1,051 11
July...	...	200 32	130 52	13,930 0	1,940 36	894 16
August	124,907 17	664 16	148 16	14,854 0	4,793 16	9,283 0
September ...	154,647 3	1,059 32	252 32	16,555 0	3,336 84	12,752 36
October	99,151 0	486 90	494 84	26,012 0	4,683 84	8,539 0
November ...	12,047 94	1,632 22	346 84	18,984 0	4,968 52	1,867 32
December ...	...	289 36	208 16	6,630 0	2,080 84	1,737 84
Total ...	447,656 68	32,264 78	5,627 99	179,824 16	49,599 48	48,976 86
£	96,992 28	6,990 15 9½	1,219 7 9½	38,961 19 0	10,746 11 0	10,111 12 11

Appendix No. 1.—Imports 1866.

Month.	Manufacture in general. Value.	Cereals in general, and Flour. Value.	Timber in general. Value.	Large Cattle Value.	Small Cattle. Value.	Sugars. Value.	Coffee. Value.	Sulphur. Value.	Staves and Hoops. Value.	Tobacco in Leaves, and Cigars. Value.	Codfish, Caviar, and Herrings. Value.	Wines and Spirits. Value.	Petroleum. Value.	Sundries. Value.
	Dls. Cts.	Dls. Cts.	Dls. Cts.	Dls. Cts.	Dls. Cts.	Dls. Cts.	Dls. Cts.	Dls. Cts	Dls. Cts.	Dls. Cts.	Dls. Cts.	Dls. Cts.	Dls. Cts.	Dls. Cts.
January ...	18,650 16	50,700 0	7,173 0	2,400 0	4,000 0	9,800 0	3,930 0	1,552 0	9,299 0	350 0	7,464 0	120 0	238 0	1,195 0
February ...	10,700 70	14,250 0	...	2,500 0	4,000 0	12,540 0	3,177 0	3,627 0	....	1,400 40	1,290 25	450 0	238 0	852 20
March... ...	25,765 32	39,205 50	5,011 25	3,500 0	4,700 0	...	5,044 0	...	2,400 0	1,350 0	2,689 0	60 0	...	775 30
April	20,534 30	104,092 0	5,765 45	3,900 0	5,000 0	...	1,922 0	3,291 60	7,412 25	249 60	4,561 20	475 20	153 40	826 60
May	22,120 0	48,785 0	4,828 0	2,300 0	3,000 0	2,700 0	721 60	2,418 0	6,971 0	...	1,837 28	...	95 40	1,196 60
June	23,786 84	88,770 0	4,060 20	2,350 0	2,940 0	7,330 0	7,650 0	...	7,555 0	711 0	10,330 0	...	142 80	210 0
July	15,963 30	65,660 50	2,773 0	2,200 0	3,000 0	4,300 0	4,900 0	3,592 50	2,600 0	...	3,355 25	...	314 40	5,460 0
August ...	13,902 20	21,050 50	6,096 75	2,400 0	3,000 0	6,210 0	3,800 0	1,860 0	5,635 50	870 0	7,163 20	80 0	...	2,116 30
September ...	18,919 0	79,270 0	...	4,050 0	4,200 0	16,800 0	225 20	2,748 0	...	4,625 0	...	...	166 60	500 0
October ...	20,480 80	126,375 30	6,260 0	4,000 0	3,600 0	550 0	3,125 0	12,247 50	2,932 0	2,070 30	13,549 0	380 0	290 60	3,174 0
November ...	22,199 0	52,585 37	6,622 70	4,000 0	3,500 0	650 0	2,300 0	4,353 75	2,621 0	1,863 0	1,390 0	240 0	...	2,436 0
December ...	16,032 16	30,212 24	7,900 16	5,300 0	4,060 0	...	2,200 0	7,380 0	350 0	469 0	3,590 16	399 16	188 16	800 0
Total { Dls.	229,053 78	720,706 41	56,490 51	38,900 0	45,100 0	60,088 0	38,994 80	43,070 35	47,775 75	13,949 30	57,219 34	2,204 36	1,827 36	19,542 0
£	49,628 8 3	156,153 1 0½	12,239 12 1½	8,428 6 8	9,750 0 0	13,190 13 4	8,448 17 4	9,332 0 4	10,351 1 1½	3,022 6 11	12,397 10 5	477 12 2	395 18 6	4,234 20

Appendix No. 2.—Argostoli Imports 1866.

Name of Articles.	England.		Italy.		France.		Dan. Provinces.		Turkey.		Austria.		Russia.		Total.		Total in Sterling.		
	Quantity	Value in drachms	Quantity	Value in drachms	Quantity	Value in drachms	Quantity	Value in drachms	Quantity	Value in drachms	Quantity	Value in drachms	Quantity	Value in drachms	Quantity	Value in drachms	£	s.	d.
Colonial Produce ... okes	6,057	1,4822	...	...	...	...	...	...	...	...	3,193	7,002			9,250	21,824	788	1	9½
Silver... ... ... ,,	...	...	...	...	...	...	...	...	...	...	$5\frac{240}{400}$	840	...	...	$5\frac{240}{400}$	840	30	6	8
Cotton Wood ... ... ,,	...	...	11	12	...	...	...	..	278	315	6	79	...	...	295	406	14	13	2¾
Dye Stuffs ... ... cwt.	1,117¼	1,964	...	...	371	721	...	...	37	37	6,205	5,658	...	...	7,733¼	8,380	302	12	2¾
Needles ... ... okes	...	...	...	...	1	8	...	...	...	...	$2\frac{3}{4}$	24	...	...	$3\frac{3}{4}$	32	1	3	1½
Printed Books ... ... ,,	22	66	...	...	...	...	...	...	...	...	430	1,033	...	...	452	1,099	39	13	8½
Wafers & Sealing Wax ,,	11	75	...	...	...	...	...	...	...	...	...	...	...	...	11	75	2	14	2
Brushes ... ... Nos.	...	...	54	108	25	175	...	...	...	...	170	824	10	20	259	1,187	42	17	3½
Butter & Lard ... ... okes	135	270	4	8	...	...	127	234	200	700	2,035	21,051	...	...	2,501	5,263	190	1	0½
Leather, unwrought.. ,,	28,415	8,478	525	2,625	...	...	3,214	264	3,195	5,948	...	...	...	...	35,349	18,035	651	5	3½
,, wrought ... ,,	412	1,566	5,353½	26,692	1,315	7,892	...	...	...	...	$255\frac{3}{4}$	37,054	...	...	9,639	83,204	3,004	11	9½
Cereals ... ... chilo	...	...	5,936	35,607	67	360	335,992	2,061,717	163,728	982,368	9,668	38,670	72,585	500,379	587,976	3,619,101	130,689	15	2
Flours... ... ... okes	44	140	10	3	323	129	345	138	1,488	651	1,829	724	...	...	4,039	1,785	64	9	2
Oils ... ... ,,	2,401	3,747	100	160	...	...	184	276	...	...	2,459	2,471	...	...	5,144½	6,654	240	5	8
Furniture ... ... Nos.	9,312	3,937	101	5,177	304	4,074	1	3	1	60	276,	5,301	...	...	$9,995\frac{3}{4}$	17,579	634	15	$11\frac{1}{2}$
Artificer's Tools ... ,,	...	...	...	...	360	600	...	...	5	250	410	1,435	...	...	775	2,285	82	10	3½
Sugar ... ... okes	118,768	152,041	...	...	39,520	49,050	...	...	...	...	...	...	12	24	158,300	201,115	7,262	9	$8\frac{3}{4}$
Pastes & Biscuits ... ,,	30	36	10,311	3,913	15	18	...	...	2,110	2,500	51	306	578	687	3,821	7,406	269	7	9½
Sulphur ... ... cwt.	...	...	24,147	126,714	$\frac{180}{44}$	40	...	...	...	...	$1,826\frac{3}{44}$	16,088	...	...	$25,969\frac{239}{44}$	142,842	5,158	3	8
Hemp ... ... ,,	...	...	$23\frac{2}{44}$	574	...	...	...	...	...	...	138	846	...	...	140	1,420	51	5	$6\frac{2}{3}$
Hats, Felt ... ... Nos.	89	1,125	328	1,594	159	634	...	...	1	5	633	5,103	...	...	1,210	8,464	305	12	$10\frac{2}{3}$
,, Straw ... ... ,,	141	560	...	...	1,526	2,460	...	...	2	45	5,664	4,292	...	...	7,402	7,361	265	14	$3\frac{1}{3}$
Tobacco	...	...	...	...	...	...	...	...	19,760	62,254	106	498	2	2	19,866	62,756	2,266	3	9½
Pewter ... ... okes	$1\frac{3}{4}$	175	10	39	...	...	...	..	...	...	...	...	...	...	$11\frac{3}{4}$	214	7	14	$6\frac{2}{3}$
Coffee ... ... ,,	40,843	94,550	...	...	5,783	13,008	...	...	$50\frac{1}{3}$	123	10,588	22,710	...	...	$57,264\frac{1}{4}$	130.391	4,708	11	$3\frac{1}{3}$
Wax in general ... ,,	...	...	$87\frac{1}{3}$	873	...	...	...	...	167	8 6	4,000	29,767	10	25	$4,264\frac{1}{2}$	31,501	1,137	10	$8\frac{2}{3}$
Hardware ... ... ,,	...	984	...	815	...	5,9'0	...	...	...	256	...	7,340	...	...	...	15,314	553	0	$1\frac{1}{3}$
Threads in general ... ,,	442	4,275	125	512	$124\frac{1}{3}$	1,371	...	...	$\frac{50}{400}$	3	$945\frac{100}{400}$	6,074	...	...	$1,636\frac{150}{400}$	12,235	441	17	$2\frac{1}{3}$
Bone, manufactured .. ,,	6	90	...	...	$20\frac{1}{3}$	483	...	...	...	...	63	1,486	...	..	89	2,059	74	7	$0\frac{3}{3}$
Ribands ... ... ,,	27	810	37	92	$\frac{200}{400}$	100	...	...	...	...	$97\frac{1}{2}$	1,160	...	...	162	2,162	78	1	$5\frac{1}{3}$
Cocoons ... ... ,,	...	...	...	...	...	...	...	...	...	...	639	381	...	...	939	381	13	15	2
Chrystal ... ... ,,	$\frac{1}{3}$	3	...	...	468	1,458	...	...	...	...	79	237	...	...	$547\frac{1}{3}$	1,798	64	18	$6\frac{2}{3}$
Wool ... ... ,,	211	72	...	...	...	...	...	...	409	584	...	...	...	...	620	656	23	13	$9\frac{1}{3}$
Marble ... ... No.	...	...	882	1,220	...	...	...	...	...	...	...	...	...	...	822	1,220	44	1	$1\frac{1}{3}$
Knifes & Forks... ... doz.	...	...	...	...	36	440	...	...	...	...	46	827	...	...	82	1,267	45	15	$0\frac{1}{3}$

Argostoli Imports—*cont.*

Name of Articles.	England.		Italy.		France.		Dan. Provinces.		Turkey.		Austria.		Russia.		Total.		Total in Sterling.		
	Quantity	Value in drachms	Quantity	Value in drachms	Quantity	Value in drachms	Quantity	Value in drachms	Quantity	Value in drachms	Quantity	Value in drachms	Quantity	Value in drachms	Quantity	Value in drachms	£	s.	d.
Silks ... ... okes	6½	225	...	...	...	...	...	...	...	...	2½	250	...	...	9	475	17	3	3⅜
Machinery ... ...pieces	...	...	13	1,020	1	10	...	...	...	...	1	2	...	...	15	1,032	37	5	4
Lead, unwrought ... okes	...	...	...	...	99	45	...	...	...	...	245½	210	...	...	344½	255	9	4	2
,, wrought ... ... ,,	991¾	1,272	..	...	...	...	...	...	...	...	3,287¼	3,517	...	...	4,279	4,789	172	18	8⅝
Perfumery ... ... ,,	...	...	...	...	27½	204	...	...	½	5	14¾	148	...	...	42	359	12	17	10
Pack Thread ... ... ,,	700	1,634	...	...	...	...	...	...	...	...	26	650	...	...	726	3,284	82	9	6½
Timber: for house building No.	11	11	22,454	26,784	96	38	20	70	237	466	72,682	380,662	50	108	95,500	407,971	14,732	5	8⅝
Timber: Ship ... ... ,,	...	...	...	...	...	...	...	...	...	...	360	414	...	...	360	414	14	19	1
Timber: Best quality ... cwt.	...	...	116 17/56	809	...	...	...	...	25	7	151⅓	830	...	...	292	1,646	59	8	9¼
Timber: Hoops... ... ...bundle	...	...	429,329	25,744	...	...	...	...	...	...	2,342,738	74,791	...	...	2,772,067	100,535	3,630	8	7⅓
Timber: Barrel Staves ... No.	...	...	1,311,860	50,943	...	...	...	...	31	31	14,898	595	...	...	1,326,789	51,569	1,862	4	3½
Timber: other manufactrs. okes	...	...	...	...	141	282	...	...	44	44	1,898½	1 559	...	...	2,063½	1,885	68	1	4⅜
Umbrellas ... ... No.	677	2,224	...	...	308	2,783	...	...	1	15	723¼	2,429	...	...	1,709⅛	1,451	269	1	2⅛
Fire-arms ... ... okes	...	...	...	...	2	400	...	...	...	...	14	560	...	...	16	960	34	13	4
Fruit, dried ... ... ,,	...	...	420	468	...	...	...	...	150	147	100	150	...	...	670	773	27	18	3¼
,, fresh ... ... ,,	...	...	...	...	...	...	...	...	...	...	42	119	...	...	42	119	4	5	11⅓
Rice ... ... ,,	11,865	5,932	6,208	3,125	...	...	...	...	88,555	45,379	...	...	...	...	106,628	54,436	1,965	14	10⅝
Pulse ... ... ,,	210	84	2,214	1,662	...	...	91	27	32,330	8,489	11,240	3,408	...	...	46,095	13,670	493	12	9½
Playing Cards ... ... ,,	...	...	70	1,400	...	...	...	...	...	...	192½	15,210	...	...	862½	16,610	599	16	1⅛
Salt&DriedProvisions ,,	63,691	37,656	117,227	54,515	...	...	...	...	3,063	3,141	19,736	53,316	38	152	203,705	148,780	5,372	12	2⅝
Crockery ... ... cwt.	83	2,080	1,690	330	21 1/44	187	...	...	12½	12	137	330	...	...	1,828	12,947	106	8	4⅛
Paving Stones ... ... No.	* 4,600	1,125	...	...	...	...	...	...	...	...	...	...	...	...	4,600	1,125	40	12	6
Porcelain Ware ... okes	...	...	...	...	461	1,258	4	16	...	...	135½	606	...	...	600¼	2,580	93	3	4
Wines & Spirits ... ,,	814	725	...	...	10	80	...	...	...	...	1,523⅔	5,680	...	...	2,347⅔	6,485	234	3	6⅓
Gunpowder ... ... ,,	398	1,793	...	...	...	...	...	...	...	...	...	...	...	...	398	1,793	64	14	10⅓
Soap ... ... cwt.	229	939	21¼	605	740	1,190	...	...	...	...	...	...	...	...	990¾	2,734	98	14	6⅓
Iron, unwrought ... ,,	454	5,248	...	...	...	...	...	...	2½	23	101	246	...	...	55⅓	5,517	199	4	6
,, wrought ... ... ,,	1,640	13,696	475 17/40	5,872	173 ½	7,749½	½	22	1 23/44	165	2,173	30,352	...	...	4,464⅓	55,856	2,017	0	5⅓
Seeds ... ... okes	...	...	...	...	...	1	...	...	...	...	...	...	...	...	½	1	0	0	8⅓
Ropes, first quality ... cwt.	44½	1,140	929	4,851	...	...	...	...	...	...	...	...	...	...	2,348¾	13,784	497	15	1⅛
,, second ,, ... ,,	...	...	...	...	...	...	...	...	...	...	1,375 5/44	7,793	...	...	...	...	...	...	...
Snuff ... ... okes	...	...	...	...	...	...	...	...	...	...	...	1,020	...	...	...	...	...	...	...
Cheese ... ... ,,	159	577	40	120	...	...	...	...	7	70	34	...	1¾	52	35¾	1,072	38	14	2½
Glass ... ... cwt.	368 2/4	1,597	196	976	1,046	2,616	13/44	14	13¼	15	4,620	17,350	...	...	206	767	27	13	10⅔
													78	42	6,309	22,640	817	11	1⅛

Manufactured Stuffs	Fine Cotton Cloth	okes	3,804	16,288	...	...	...	...	...	...	55 21/24	637	696	2,697	7	105	4,562	19,747	713 1 8 3/4
	Ordinary	,,	32,100	95,634	690	2,070	...	...	...	...	7	66	145	1,074	...	...	32,942	98,844	3,569 0 1 1/2
	All other sorts ...	,,	...	...	...	...	...	...	...	...	7 2/3	87	243	1,200	...	...	250 2/3	1,287	46 9 6
	Calicoes, printed	,,	47,641	51,534	188	2,343	55	660	...	...	...	...	23	138	...	...	47,907	54,675	1,974 7 6
	Other sorts ...	,,	5,318	32,415	...	...	...	...	6	90	92 250/400	91	243	3,117	...	...	5,576 324/400	35,713	1,289 12 8 3/4
	All other sorts ...	,,	211	1,303	161	1,393	...	...	...	...	...	...	740	6,424	...	...	1,112	9,120	328 3 4
	Linen, diff. sorts	,,	3,431 1/2	12,038	641	3,151	...	...	...	...	...	...	447	2,278	...	...	4,519 1/2	18,267	659 8 6
	Wool. Stuff, coarse	,,	...	...	...	...	...	...	...	...	45 1/2	625	157	1,784	...	...	202 1/2	2,109	86 19 10
	Cloth	,,	277	4,155	322	5,085	...	...	...	...	...	...	373	5,405	...	...	972	14,725	531 14 8 3/4
	All other sorts ...	,,	218	5,065	400	6,303	...	...	...	...	3	97	457	7,553	...	...	1,078	19,018	686 15 2 3/4
Silk in general		,,	8 40/400	1,320	...	...	...	...	...	...	131 150/400	326	3	420	...	...	24 119/400	2,066	74 12 1 3/4
Gold Stuffs		,,	...	...	...	...	258	740	...	...	...	...	...	...	...	...	258	740	26 14 5 3/4
Other varieties		,,	226	2,299	76	1,034	16	2,300	...	...	...	...	...	...	...	...	318	5,632	203 8 3 1/4
Ready-made Dresses..		,,	398	3,146	126	1,566	18	687	...	...	927	1,030	146 1/2	2,602	...	...	1,615 1/4	9,113	329 1 7 1/3
Medicines (Drugs) ...		,,	...	11,656	...	...	...	2,512	...	104	...	134	...	3,657	...	...	...	18,064	652 6 2 1/3
Turkish Caps		,,	...	...	...	...	...	...	...	...	673	4,048	...	...	...	...	673	4,048	146 10 10 1/3
Phosphoric Matches ..		,,	...	...	...	...	1,699	5,614	...	...	...	...	2,043	4,406	...	...	3,742	10,020	361 16 8
Caviar...		,,	...	...	...	...	...	...	...	...	1,644	9,956	4,448	26,689	...	...	6,092	36,645	1,323 7 3 1/3
Succades		,,	...	...	...	...	...	...	...	...	42 50/400	84	...	...	...	...	42 50/400	84	3 0 8
																		5,711,885	206,259 19 11

Argostoli Exports in 1866.

Name of Articles.	England.		Germany.		Russia.		Turkey.		Dan. Provinces.		Total.		Total in Sterling.		
	Quantity	Value in drachms	Quantity	Value in drachms	Quantity	Value in drachms	Quantity	Value in drachms	Quantity	Value in drachms	Quantity	Value in drachms	£	s.	d.
Olive Oil ... ... okes	6,900	6,066	...	...	50,534	71,905	1,467	2,973	3,654	4,717	62,555	85,661	3,093	6	8
Lemons & Oranges ... ... No.	21,100	3,600	...	...	...	...	...	...	...	...	21,100	3,600	130	0	0 1/2
Currants ... ... lbs.	17,752,425	2,672,784	23,155	13,031	...	...	250	60	405	61	17,776,235	2,685,936	96,992	2	8
Fresh Fruit... ... ... okes	1,656	818	...	...	...	...	...	...	2,360	177	4,016	995	35	18	6 1/2
Sundries ... ... ,,	...	100	..	308	...	...	...	260	...	115	...	3,475	125	9	0 1/2
Wine ... ... ,,	...	...	1,174	290	871	1,037	3,700	1,100	1,100	380	6,845	2,807	101	7	2
Cheese ... ... cwt.	...	...	...	...	7/44	10	28 1/2	1,596	25 1/2	645	54	2,251	81	5	4
Skins, undressed ... ... okes	...	...	4,415	13,268	...	...	182	41	...	...	4,597	13,309	480	12	0 1/2
Tobacco ... ... ,,	...	...	...	...	...	...	...	...	245	200	245	200	7	4	5 1/2
Timber for building ... ...pieces	...	...	..	...	...	...	...	...	75	182	75	182	6	11	5
												2,798,416	101,053	17	4 1/2

Appendix No. 3.—Lixuri Imports in 1866.

Name of Articles.	Quantity.	Value in Drachms.	Value in Sterling. £	s.	d.
Lard .. .. okes	64	90	3	5	0
Steel .. .. „	783	594	21	9	0
Pottery .. .. „	..	932	33	13	1⅓
Dies .. .. „	1,423	876	30	12	8
Lead .. .. „	352	420	15	3	4
Empty Barrels .. .. .. No.	200	1,027	37	1	8⅔
Skins, undressed .. .. .. pieces	30	300	13	0	0
Butter .. .. okes	46	136	4	15	4
Potatoes .. .. „	4,334	960	34	13	4
Furniture .. .. „	..	2,645	95	10	3⅓
Oils .. .. „	326	772	27	17	6⅔
Gum Arabic .. .. .. „	20	48	1	14	8
Cattle, large .. .. .. heads	60	8,834	319	9	1⅔
„ small .. .. .. „	56	504	18	4	0
Sulphur .. .. cwt.	3,807	82,658	2,984	17	5⅓
Tinder .. .. okes	44	185	6	13	7⅔
Barrel Staves .. .. .. mils.	305	18,070	652	10	6⅔
Coffee .. .. okes	2,953	8,338	301	1	10⅔
Hardware .. .. „	..	1,528	55	3	6⅔
Cocoa .. .. „	111	240	8	13	4
Tin .. .. „	74	120	4	6	8
Tobacco .. .. „	922	2,044	73	16	2⅔
Salt and Dried Provisions .. „	..	218	7	17	5⅔
Beads, Glass .. .. .. „	17	100	3	12	2⅓
Wool .. .. „	96	150	5	8	4
Timber .. .. pieces	20,995	25,814	932	3	5⅓
Pulse .. .. okes	1,390	675	24	7	6
Incense .. .. „	123	114	4	2	4
Gunpowder .. .. „	118	840	30	6	8
Paving Stones .. .. .. No.	..	840	30	6	8
Resin .. .. okes	176	84	3	0	8
Porcelain .. .. „	22	75	2	14	2
Pitch .. .. cwt.	12	260	9	8	6
Crockery .. .. „	9	90	3	5	0
Rice .. .. okes	2,911	4,368	157	14	8
Aniseed .. .. „	186	186	6	14	4
Dried Fruits .. .. .. „	1,502	1,165	42	1	4⅔
Olives .. .. „	740	296	12	13	9½
Iron, unwrought .. .. .. cwt.	18	558	20	3	0
„ wrought .. .. .. okes	..	3,423	123	12	2
Shots .. .. „	991	805	29	1	4⅔
Garlic .. .. „	52	800	28	17	7⅓
Spermaceti (Candles) .. .. „	92	276	9	19	4
Salt Sardines .. .. .. „	456	456	96	9	4
Ropes .. .. „	1,849	2,841	102	11	10
Soap .. .. cwt.	17	102	3	13	8
Coal Tar .. .. „	7	118	4	5	2⅔
Grain .. .. chilo	3,725	25,173	909	0	6
Indian Corn .. .. .. „	175	726	26	4	4
Paper .. .. okes	228	774	27	19	0
Caviar .. .. „	504	3,004	108	9	6⅔
Cartridge Paper .. .. .. „	80	480	17	6	8
Copper .. .. „	241	1,378	49	15	2⅔
Colours .. .. „	342	744	26	17	4
Phosphoric Matches .. .. „	641	700	25	5	6⅔
Medicines .. .. „	..	300	10	16	8
Glass .. .. „	4,321	5,206	187	19	10⅔
Manufactured Stuffs .. .. „	200	390	14	1	8
Straw Mats .. .. „	..	192	6	18	8
Coire Rope .. .. „	1,684	440	15	17	9¼
Files .. .. mils.	4,000	40	1	14	8
		215,517	7,782	11	2

Lixuri Exports in 1866.

Name of Articles.	Quantity.	Value in Drachms.	Value in Sterling.		
			£	s.	d.
Currants .. .. lbs.	9,127,683	1,494,543	62,294	12	2
Wine .. .. barrels	91	1,419	49	5	6
Olive Oil .. .. „	8¼	613	22	15	0
Vinegar .. .. „	140	849	30	13	2
Cheese .. .. okes	3,350	1,877	65	3	6½
Tobacco .. .. „	350	858	29	15	10
Melons .. .. „	1,166	108	3	18	0
		1,500,284	62,496	3	2½

Cephalonia, December 18, 1867.

GUATEMALA.

Report by Mr. Consul G. J. Hockmeyer on the Trade and Commerce of Guatemala for the Year 1866.

The total value of the imports taken from the original invoices, at the purchase prices, presented at the Custom-house, amounted, during the year 1866, to 1,699,125 dollars (398,825*l.*); and referring to the official publications of this Government for the late years, it appears that the comparative amounts are—for 1865, 1,649,712 dollars (329,944*l.*); for 1864, (1,414,914 dollars (282,983*l.*); and for 1863, 707,042 dollars (145,408*l.*)

The importation in 1863, as noted, was very limited, the cause of which may be attributable to various circumstances. The first and principal one may be traceable to the then elevated prices of all kinds of cotton goods in consequence of which a considerable part of the orders, with limited prices, sent hence to Europe remained unexecuted. Another cause, and of equal important consequence, may be attributed to the financial crisis which at that time occurred in Europe, producing very unfavourable effects on commercial affairs in general; and those unfavourable circumstances, added to the war which took place in the same year between this republic and that of Salvador, caused the European, and principally English, capitalists to feel naturally disinclined to grant their usual long and extensive advances, and inclined them to contract, and in some cases to retire their credits altogether.

The general consumption of merchandize in this country, taking its natural course, and producing its commensurate effects on a market then bare of all kinds of goods, was the cause of the notable increased importation in the following year (1864) to double the amount; and its effect has been continued even to the succeeding years, which show the very large additional amounts in the increase of trade.

Since the year 1865, commercial transactions have been materially assisted by the improved state of agricultural enterprise in this country, principally with reference to the culture and production of coffee, which no doubt will continue to increase; and we may therefore, and with every reason, expect that it will have a beneficial impression on our home trade and our future imports.

There are various articles specified in the Custom-house Tariff which, being exempt from duties, are not included in the return, and the values of which have in consequence been omitted. The principal one of them is machinery, consisting mostly in sugar-mills and sugar manufacturing machines, boilers and apparatuses, and in coffee-dressing and other agricultural machinery. The estimated average value thereof may amount to 8,000*l.* to 10,000*l.* All printed books and works are also admitted duty free, and their value is estimated at 2,000*l.* per annum.

The whole amount of the imports has been almost exclusively at the port of San José, on the Pacific. A small portion has been introduced at the port of Ysabal, on the north coast of which I have been unable to obtain an exact statement. It is not, however, of any material importance. Besides two small cargoes of about 200 tons each, which arrived there direct from Spain, the imports consist principally of dry goods, as well as spirits, wines, and provisions for the local supplies of the same port, received in small schooners from Belize.

I may here mention that, as returns from the port of Ysabal, some fat cattle, as also cereals, are exported, principally to Belize; and also a small amount of mahogany, cedar and other woods, India rubber, sarsaparilla, and other minor articles; all of which, however, are of no great importance or value.

The value of the exports from this republic, during the year 1866, shows the amount of 2,056,121 dollars (411,224*l.*); and making a comparison with the statements for the latter years, officially published by this Government, it appears the exports of 1865 amounted to 1,833,325 dollars (366,665*l.*), in 1864 to 1,818,516 dollars (363,703*l.*), and in 1863 to 1,621,761 dollars (324,352*l.*)

The value of the export articles is taken at the average purchase prices, with the additional charges for packing, carriage to the port, and shipping: that is, their cost placed on board for export.

In comparing the respective amounts of imports and exports during the last four years, it would appear as if the value of the latter had materially exceeded those of the former; and taking into account the total amount of the four years, the exports produce a surplus in favour of this republic of nearly 2,000,000 dollars (400,000*l.*)

I must remark here, however, that, as I have stated with reference to imports at the beginning of this Report, the value of these is taken from the original invoices, which comprises only the stated cost price of the manufactures, goods, and merchandize, including the packing only; whilst the ordinary charges for transport, shipping, insurance, commissions and interests, as well as (and principally) the freight out, which is generally prepaid in Europe, are not taken into account in those Custom-house valuations.

All those charges make an important additional amount to the debit of the import commerce of this republic; and considering the high rate of interest which has been ranging during the late years, may be estimated to amount conjointly (expenses and interests) from 20 to 25 per cent. on the said valuations.

It must also be taken into consideration that, in consequence of the very unfavourable situation of the markets in Europe and the United States, for all kinds of colonial and foreign produce, the greatest part of the shipments made hence have not returned their cost and charges, and even heavy losses have been sustained on those shipments during a long period; and I am induced to consider this circumstance so important that I would conceive, not only that the deficiency of imports against exports has thereby been balanced, but in all probability has left a considerable amount to the debit of this country. This circumstance is, to a certain extent, verified by the fact of the unprofitable exportation of coined money, which, as per statement of 1866, amounted to 218,700 dollars (43,740*l.*), as well as by the range of exchange, which has maintained itself from $2\frac{1}{2}$ to 5 per cent. above par, or against this country.

Most favourable prospects are in view with respect to the exports from this country for the future; and, I think, it may with all certainty be calculated that its value will very soon, and very materially surpass that of the importation values.

Cochineal, which, in former years, has been almost the only article and resource to pay our debts in Europe is still, and will always be produced here to considerable extent. Its value for the year 1866 is still represented at upwards of 900,000 dollars (180,000*l.*), and it will not be less in the present year of 1867.

Coffee, however, will be in future our principal article of exportation, and it is estimated to be of an extent and importance scarcely, as yet, to be calculated.

Looking back to the coffee statistics of the last four years, we find that the amounts of the exportation are—of 1863, 15,986 quintals, valued at 199,830 dollars, equal to 39,966*l.*; 1864, 15,421 quintals, valued at 192,762 dollars, equal to 38,552*l.*; 1865, 22,117 quintals, valued at 265,404 dollars, equal to 53,081*l.*; 1866, 29,080 quintals, valued at 384,936 dollars, equal to 76,987*l.* And according to returns thus far received from the ports of exportation, it will in the present year amount to about 40,000 quintals, representing a value of 480,000 dollars, or 96,000.

The increase of 1868, being the crop which is gathering at present, to be ready for shipment for the month of January next, and following two or three months, will be much more important still, as it is calculated to amount to upwards of 10,000,000 of pounds, representing an approximate value of 1,000,000 dollars, equal to 200,000*l.*

The culture and production of sugar is also annually improving and increasing; but being of little value shows a small amount in the articles of exports. However, this, together with the other various articles enumerated and specified in my return, tend to raise the total value of exportation.

The culture of cotton in this country, to any important or considerable extent, has thus far proved to be a failure, as the cultivation is exposed to many and great risks—as blight, army-worms, excessive rains, and strong winds.

In certain districts the Indian populations occupy themselves in its culture on a small scale. It cannot, however, in the meantime, be expected to represent any feature of importance for exportation.

At the end of 1865 a steam-power cotton spinning and weaving machinery was introduced here from England, which is said to have cost 10,000*l.*, and 12,000*l*, in its erection. It has been, with occasional interruptions, at work about a-year, and is now producing 300 lbs. of coarse cotton thread per day. It is soon expected, also, to spin 200 to 300 lbs. more of cotton yarn to weave into coarse sheeting.

The return of the shipping represents a total of the maritime movements at the port of San José de Guatemala. The predominant amount of tonnage has again been under the United States flag, resulting from the Panama railroad steamers, which call at San José twice a-month, conveying a very large portion of the imports and exports to and from this country.

There are no Guatemalian coast-trading vessels here, from the circumstance that our ports are not ports of deposit or reshipment, as all goods which arrive and are landed, have to be conveyed into the interior to pay their duties; and, as the whole Republic in its most distant places draws its supplies and wants from this Capital, the goods have to be carried over land, as it would be too expensive to incur on them the increased charges of reshipping and landing again.

There are two or three little schooners of from 30 to 60 tons burthen, which frequently touch at San José, however, with the only object to bring produce from various points of the coast for transshipment to the Panama steamers.

The English vessel, "Erycina," which arrived at San José from Liverpool at the beginning of last month (October), brought a large iron screw-pillared pier, which is to be erected in the port, to facilitate the shipping and merchandize. It remains to be proved, however, whether it will be of any use, as there is generally a very heavy sea-swell and surf-rolling on the lonely beach all along the coast, and, very frequent, strong under-currents along shore.

There is a new scheme on hand, to establish a coast-road from this City

northward towards the Atlantic, as far as the town of "Gualan," on the Montagna River; and a Mr. Deby has obtained a concession from this Government to open a steam river navigation thence down the said river, as far as a point, seven leagues (21 miles) distant from the port of Santa Tomas on the north coast. It is doubtful, however, if it will be put into execution, as it is feared that the whole enterprise will meet with great pecuniary difficulties.

Should the scheme be realised, which is to be desired, it may prove of great advantage for the colony of Belize and for British interests generally, as connected with this Republic and those of Honduras and Salvador, as it would open a more direct and quicker intercourse and communication with the north-western provinces.

Should this enterprise succeed, it is to be expected that it will induce a considerable emigration of foreigners, and especially from the southern states of America, with the object of cultivating the immense tracks of rich forest lands now covered with valuable timber (mahogany, cedar, dyewoods, &c.), which, with comparative little expense, will produce rich crops of sugar-cane, tobacco, coffee, cocoa; and, in fact, all tropical products.

The port of Santa Tomas. in the Bay of "Amatigne," or Honduras, which has a very fine spacious and superior deep water anchorage, will, in all likelihood, become the most important port for Guatemala, should the project of the Montagna-river navigation be carried out. This part heretofore, although offering every convenience for shipping of any tonnage, has been, up to the present state, of little or no use to this country, notwithstanding a grant conceded by this government to an unsuccessful Belgian colony many years ago.

Circumstances have obliged me to omit, in the returns of imports, the quantities and measurements of the different articles; and, in the returns of shipping the special values of the cargoes, as also the number of the vessels, because, since my nomination as Consul, I have been unable to obtain a correct information of those particulars from the Custom House. I will endeavour, however, to include them in my next report for the present year.

Guatemala, November 27, 1867.

ITALY.

Report by Mr. Consul Colnaghi on the Sale of Cocoons in Italy for the Year 1867.

The President of the Chamber of Commerce of Turin has issued his annual Report,* addressed to the Minister of Agriculture at Florence, on the sale of cocoons in Italy.

Mr. Tasca states that the crop of 1867 shows a considerable improvement over the results of late years both as regards the quantity produced and the quality of the silk, as may be seen from a comparison of the produce of 1867 with the yield of 1866, which latter year had already shown an increase of 6·87 per cent. on the results of the decade 1857-66.†

In 1867 the quantity of cocoons sold and weighed in the public markets amounted to 434,242 myriagrammes: in 1866 the quantity was only 361,663 myriagrammes; making an increase for 1867 of 72,579 myriagrammes, or 16·713 per cent.

But, as has already been mentioned in a previous‡ Report, the quantity of cocoons registered as sold in the different markets does not represent the full amount of the annual produce. In order, therefore, to obtain a more correct idea of the total crop of the year, it will be necessary to add to the amount entered in Table A of 434,242 myriagrammes—1. The cocoons brought to the same markets, but not weighed at the public scales, calculated approximatively at 102,057 myriagrammes. 2. The quantities of cocoons registered, from information received after the publication of the general tables: From Bergamo, 21,881 myriagrammes; Como, 12,335; Milan, 18,342; Naples, 28,512; total, 73,070 myriagrammes. 3. The cocoons sold by private sale, or the bulletins of the sales of which have not been received at the Turin Chamber of Commerce, about§ one-third of the quantity registered, 203,123 myriagrammes. The total yield of cocoons in Italy for 1867 (excluding|| Venetia), may be calculated at 812,492 myriagrammes, or 159,848 cwt.

The markets of which the bulletins have been received were 61 in number being seven more than last year; the increase is thus distributed:—two Piedmont, two in Lombardy, four in Emilia, with one market in the Southern provinces. This augmentation in the number of markets cannot but be viewed with satisfaction.

In order to ascertain with greater accuracy the relative importance of the yield of cocoons in 1867, as compared with those of previous years, further considerations must be based only on the results given by the markets of Piedmont, which alone are noted in the reports published before the annexation of the Italian Provinces.

In the decennial period from 1857 (when the disease of the silkworm first broke out) to 1866, the combined total of the registered sales of cocoons in Piedmont amounted to 2,419,965 myriagrammes; in 1867 the

* Relazione al Ministro d'Agricoltura, Industria, e Commercio, sui Mercati di Bozzoli, nell anno 1867.

† In Piedmont.

‡ See Report on the Italian Silk Trade in 1866. Sent home in No. 29 of 1867.

§ It is probable that half rather than one-third would be nearer the truth. This would increase the total amount of the crop by 101,561 myriagrammes.

|| No returns have been received this year from the recently annexed Venetian Provinces, the produce of which, next season, will it is hoped, be included in the general table of the other Italian markets.

registered sales attained 281,759 myriagrammes, making a total for 11 years of 2,701,754 myriagrammes. The average amount per annum for the above period is therefore 245,611 myriagrammes, less by 36,148 myriagrammes than the crop of 1867, which year, consequently, shows an improvement of 12·829 per cent. above the average.

The most favourable year of the 11 was 1863, when the registered sales of cocoons amounted to 353,443 myriagrammes. In 1867 the amount was 281,759 myriagrammes, showing a deficiency of 71,684 myriagrammes, or about 20·281 per cent. for the latter year.

If, on the other hand, the least successful year of the 11 (1859) is taken, when only 105,820 myriagrammes were carried to market, the results are less by 175,759 myriagrammes than those of 1867, marking an increase of 62·443 per cent.

On comparing the results of the crop of 1867 with those of two years, 1855-56, previous to the appearance of the disease, it will be found, however, that the normal average has not yet been attained.

The bulletins of the markets of 1855 give 403,686 myriagrammes; those of 1856 give 338,623 myriagrammes; making a total of 742,309 myriagrammes. The average of the two years is 371,154, higher by 89,395 myriagrammes (or 24·085 per cent.) than the yield of 1867.

There was a considerable difference in the price of the cocoons in 1856 and 1867. The average price in 1866 was, Italian lire, 43·07; in 1867 it reached, Italian lire, 66.42.

The causes of this rise in price may be sought for in the large profits realised by the rulers (Filandieri) on the yield of 1866, and the confident expectation that a further rise in the value of silk would take place. Whence, no account being taken of the state of paralysis into which the American trade had fallen on account of the forced paper currency sustaining the high price of gold, and in the belief, based on the failure of the first grains experimentally hatched, that the yield of this year would be scanty, the markets for the sale of cocoons in 1867 opened at prices corresponding to those which silk at that time maintained.

The stock both of raw and thrown silk of the previous year being exhausted, it was hoped that the new crop would be eagerly sought after, and the sale become as profitable as was that of the silk of 1866. But high prices restricted the sale of silk to the wealthier classes, and the few orders received from abroad were confined to the first qualities for which the prices then offered gave a fair profit to the producers, to the detriment, however, of the inferior qualities which remained later on hand at the filatures without any demand, a state of affairs to which the extreme dryness of the season contributed, as many throwsters, dependent on hydraulic motive power, were compelled to suspend work. The price of the common raw silks of 1867 had soon to be lowered, the fall reaching 10 per cent.

In Lombardy, which was well supplied with good Japanese grains, and where the rearing of the worms is very carefully attended to, the yield was more abundant than in the other provinces, lower rates ruled, and an advantageous market was found for the silk in Germany and on the Rhine.

In other localities, especially in Piedmont, where too much faith had been placed in the reproductions of the Japanese grains, expectations were not realised, and the price of cocoons maintained higher rates. Buyers, in consequence, sought for silk where it could be had at less cost, and a fall in prices ensued.*

* Subsequent activity in the market has changed this state of affairs, and the price of thrown silk now (December 1867) rules somewhat higher than at the opening of the campaign.

The difference in the price of the cocoons, according to the quality of the breed of silkworms, is worthy of notice.

The yellow cocoons of the Corsican and Portuguese breeds, a small quantity from Upper Macedonia and the Carpathian Mountains, or other localities not infected with the disease, together with a few parcels produced from healthy Italian grains, on account of their superior quality and more abundant yield in silk, obtained prices 10 per cent. higher than were given for the green cocoons of the Japanese breed. The silk yielded by these latter, if not promptly wound off, loses much of its strength and elasticity; it is inferior from want of unity in colour, and is subject to serious depreciation from the iron stains which make their appearance during the formation of the cocoon, and which greatly influence the reeling. The white Japanese cocoons, though not so liable to stains, are of an inferior quality to the green, on account of their small yield in silk.

In order to ascertain to which breed of worms the crop of 1867 is chiefly to be attributed, special information has been requested from the authorities at the head of the markets, the result of which is noted below :—

Markets of Piedmont.

Alba.—This market was furnished for three-tenths with cocoons produced from Corsican grains; for five-tenths with green cocoons of the Japanese breed; and, for the remaining two-tenths, with the white Japanese cocoons, and others of various qualities among which were several parcels produced from Macedonian and Portuguese grains, which were very successful.

Asti.—Was provided for the most part with cocoons of the Corsican breed. From 1 oz. (30 grammes) of these grains, notwithstanding unfavourable weather, myriagrammes 3·50 of cocoons were obtained, giving a very satisfactory result, both as regards the quantity and the evenness and elasticity of the silk.

Bra.—The grains imported direct from Japan succeeded best in this district.

Carmagnola.—Grains from Japan and Corsica have good results. Other qualities varied according to the care with which they were reared. The crop was equal to the average.

Ceva.—The market was chiefly provided with green and white cocoons of the Japanese breeds, which succeeded best in this neighbourhood. Of the reproductions of the Japanese grains, some few gave good results; but the average produced one-third less than the imported grains. The Corsican seed gave great satisfaction. The grains from Portugal, whether direct importations or reproductions were unsuccessful.

Juria.—Three-fourths of the crop here were of the first quality, and composed almost exclusively of Italian grains, which have been reared with success by a proprietor of Occhiello Superiore during the last two years.

Novara.—The cocoons brought to this market were produced for the most part from Japanese grains, either original or of the first reproduction. There was, besides, a small quantity of the Corsican and Japanese breeds.

Pignerol was almost entirely furnished with green cocoons of good quality, reared from Japanese seed. Other qualities, including the reproductions from Japanese grains, were all lost.

Racconigi was furnished with green cocoons (Japanese). The white cocoons of Japan also succeeded very well. Other breeds failed in this neighbourhood, and the numerous parcels of pale yellow cocoons of the first quality which appeared at this market, were brought in from the Langhe (district of Alba), and the country about Asto.

Sale (Tortona).—At this market there were registered 3,600 myriagrammes of white and green cocoons, the produce of 78 kilogrammes of Japanese grains, partly original, and in part reproductions. 80 myriagrammes of yellow cocoons obtained from 14 hectogrammes of Portuguese grains, and 96 myriagrammes of yellow coocons produced from 14 hectogrammes of seed from Corsica.

Saluzzo.—This market was chiefly supported by green cocoons of the Japanese breed. There were also some parcels of cocoons from Corsica (eastern district) and from Portugal, but the proportion was small as compared with the Japanese cocoons

Savigliano.—The results obtained from the imported grains from paper were more advantageous than those from other qualities. The first reproductions from Japan were generally unsuccessful in this district; not so, however, the second reproductions. The Portuguese breed gave results not very favourable as to quantity, but satisfactory as to quality. There were also a few parcels of cocoons of the Corsican breed, which, though in small quantity, obtained the highest prices from their excellent quality.

Tortona.—The best and most abundant produce was obtained. One from grains imported from Japan, two from the reproductions of the Japanese breed, three from the grains from Corsica (yellow), four from Italian grains (white), of which there were a few parcels. Small quantities of grains from Portugal and the Carpathian Mountains were tried in this district, but with no great success.

Vigevano.—Two qualities of grains only were employed here, the Japanese green and white. The crop was above the average, There were a few parcels of yellow cocoons (Corsican breed) of very superior quality.

Voglura.—At this market there were several qualities of cocoons—viz., Japanese (white and green), Corsican (yellow), Portuguese and Macedonian (mixed, white, and yellow), and the produce of seed from the Caucasus and the Danubian Provinces. The Japanese cocoons, both white and green, were found on the market in more abundance than the other qualities, and breeders had met with good success in their endeavours to get rid of the brown stains which effect their value.

Markets of Lombardy.

Milan.—The Chamber of Commerce thus distinguishes the varieties of silkworms reared in that province. Two-thirds of the yield were first reproductions (with a very few of the second and third seasons) of the Japanese breed, chiefly green. In general the results were satisfactory, the produce being calculated at from 15 to 20 kilogrammes of cocoons per Milianese ounce (27 grammes) of grains. The remaining third was produced from grains imported from Japan, which succeeded very well, the average produce of every "carton"* being from 20 to 30 kilogrammes. Some are reported as having given from 40 to 50 kilogrammes per carton. It is calculated that one-fourth only of the imported grains produced white cocoons, the remaining three-fourths green. The original grains gave rather more double cocoons than the reproductions. The "bivoltines" were tried on a very small scale, though their succeeding well their cultivation was not profitable on account of the inferior value of the produce. The few attempts at acclimatizing the silkworms with the yellow cocoons from the Levant and North China were almost entire failures. Some good results were, however, obtained from Corsica and Portuguese grains.

Cremona.—The crop was most satisfactory, and such as for several years past had not been attained. The reason for their success may be found in the great majority of breeders, having confined their attention to grains imported from Japan. It may confidentially be asserted that native

* Containing from 25 to 30 grammes.

grains and reproductions were this year in the proportion of one-fourth, if not one-fifth, only to the total quantity of seed reared in this district.

Lodi.—The Chamber of Commerce observed that the quantity of grains reared in its district this year may be calculated at two-thirds of the average, The crop, notwithstanding, was 30 per cent. better than that of 1866. The quality of grains preferred was the Japanese (green). Few reared original seed, the greater part being reproductions. Very few turned their attention to the White Japanese, which is considered too delicate and difficult to be acclimatized.

The Japanese "cartons" gave from 20 to 30 kilos., many double and some stained, by which the reeling is rendered more difficult. The yield of silk has, however, shown an improvement of $\frac{3}{16}$ on that of 1866.

The reasons for this fairly good yield may be considered to be,—the moderate quantity of seed prepared for rearing, so that the worms could be attended to with more than ordinary care; the healthy condition of the mulberry leaves, the season having been favourable to their growth; and the high* temperature at which the rearing places were maintained by the peasants

Pavia.—The Chamber of Commerce confirms the hope that ere long the grains of the brianza will recover their former popularity. The results of the present season are as follows:—(1.) The amount of foreign seed employed, whether original or reproductions, was 4,400 kilos., as against 460 kilos. of native seed. (2) The usual average of 35 kilos. of cocoons for every 30 grammes of seed was exceeded, many large parcels giving as much as 65 kilos. of produce. (3.) On the basis of 100 kilos. of leaves for every 30 grammes of seed, the consumption of leaves in this province amounted to 1,620,000 quintals (38,883 cwt.)

Markets of Emilia.

Parma.—The following information is afforded by the Chamber of Commerce on the crop of cocoons for the present year:—

The produce of the native grains, two-thirds lost; of Macedonian, one-third lost; of Japanese, whether imported or reproductions, were successful, particularly the yield of sulphur-coloured cocoons.

Reggio.—The market was provided with parcels of fine green Japanese cocoons, which were sold to advantage, being preferred to the white. The green reproductions (Japanese) gave good results, while the white met with no success. Parcels of first-class cocoons, of the rose tinted (*rosea*) native breed, which had not been obtained for several years, were brought to market. Good results were arrived at by a cross between the Macedonian and Italian breeds, the produce of which differed but slightly from the much esteemed Italian cocoons.

Forti.—Cocoons of the Japanese, Macedonian, native, and Carpathian breeds were sold in this market. The last named were in small quantities. The amount of Japanese exceeded that of the native and Macedonian cocoons brought to market by about 50 per cent.

Faenza.—The municipality reports that bad results were obtained from the native (yellow) grains in the city and suburbs, as well as in the upper country districts; the same grains succeeded better in the lower portion of the territory, and most satisfactorily in lower Romagna. The results obtained from experiments made with seed from Portugal were good, and the Japanese grains also succeeded very well. The experiments, on a small scale, tried on crossed breeds (native and foreign) gave very satisfactory results.

Lugo.—This market was furnished with cocoons of the Japanese,

* This applies to the Japanese seed, which requires a higher temperature than the Italian or Corsican grains, and the method of rearing which last should be different.

Macedonian, and native breeds. From the Japanese grains the best and most abundant supply of cocoons was obtained.

Markets of the Marshes and Umbria.

Jesi.—In this city the larger portion of the crop was obtained from Japanese seed, while in the neighbouring districts Italian grains gave a good produce.

Perugia.—The municipality reports that three qualities of grains chiefly produced the cocoons which furnished this market in 1867:—(1.) Cocoons of Japanese breed; (2.) Cocoons of Italian breed from the Maremma; (3.) Cocoons crossed with various native and foreign breeds. The first quality, though the yield is more certain, was bred in less quantities, and so only produced about one-tenth of the crop. The third quality showed the largest yield, chiefly on account of the quantity of seed employed in its production.

Terni.—On this market there were only two qualities of cocoons, the produce of native grains, which appeared in much greater quantity and of better quality than last year, and the produce of Japanese grains bred with varied success.

Markets of Tuscany.

Pisa.—The cocoons brought to this market were reared from reproductions of Japanese grains, Chinese, Macedonian, Sardinian, and Corsican grains, and grains procured from the plain of Pisa and other localities in Tuscany. The total foreign produce amounted to 1,138 kilos., of which 827 kilos. came from Japanese grains. The 8,542 kilos., which complete the total yield of the district, were produced from Tuscan grains.

Siena.—The Chamber of Commerce reports that the crop of cocoons of this year was superior to the last, both as regards quantity and quality. The grains reared were almost entirely of the native breed. One cultivator, however, obtained a rich return from a few grammes of the Japanese grains.

Arezzo.—The yield in this district was only one-half the average. Native grains gave various results. Some breeders, from one ounce of seed, obtained 57 kilos. of cocoons; others, from the same quantity, only obtained 20 kilos.; while others again lost all, so that the average yield per ounce must be taken at 27 kilos. Both Japanese and Macedonian grains were unsuccessful, probably because the method of rearing them is not well understood.

From the markets of the southern provinces no information has been received as to the qualities of seed reared in 1867, but there is reason to believe that the Japanese predominated.

The annexed Tables A and B shows: A, the results of the public sales of cocoons in the Italian Markets for the year 1867; and B, a comparison of the results of the sales of cocoons in the year 1867 with the year 1866. Both are taken from official documents drawn up at the Chamber of Commerce of Turin.

Equivalents in English of the Foreign Weights and Measures used in the present report,

1 Decigramme	=1·5434 grains.
1 Hectogramme	=3·527 oz. avoirdupois.
1 Kilogramme	=2 lbs. 3 oz. 4·652 grains avoirdupois.
1 Myriagramme	=22·0485 lbs. avoirdupois.
1 Quintal Metrique	=220·466 lbs. avoirdupois.

Rates of Exchange.—The sales are calculated in paper currency. The rates of exchange, during the month of June, were at from Italiian lire 27 40 to Italian lire 27 50, per £ sterling.

TABLE A.—Shewing the results of the Public Sales of Cocoons in the Italian Markets for the Year 1867 (from Tables drawn up at the Chamber of Commerce of Turin).

No.	Place.	Markets. No.	Markets. From	Markets. To	Total Quantity of Cocoons.	Prices per Myriagramme. From	Prices per Myriagramme. To	Total Amount of Prices Paid.	Average Prices per Myriagramme.	For each Province. Total Quantity of Cocoons.	For each Province. Total Amount of Prices Paid.
	PIEDMONT.				Myriagrammes.	It. Lire.	It. Lire.	It. Lire. Cents.	It. Lire. Cents.	Myriagrammes.	It. Lire. Cents.
1	Alba	22	25 May	15 June	(1) 9,444	49	101	725,975 21	76 87		
2	Alessandria	24	27 „	19 „	(2) 20,230	42	76	1,243,004 52	61 44		
3	Asti	22	28 „	19 „	23,964	50	110	2,025,550 95	84 52		
4	Avigliana	18	1 June	18 „	1,862	20	95	14,000 95	75 20		
5	Bra	15	31 May	14 „	5,111	38	105	377,482 11	73 85		
6	Canelli	8	24 „	18 „	2,279	40	110	180,519 59	79 21		
7	Carmagnola	14	27 „	19 „	10,030	35	105	735,050 59	73 28		
8	Casali	18	31 „	21 „	1,731	30	105	115,760 73	66 87		
9	Ceva	19	4 June	23 „	4,855	24	94	346,872 65	71 42		
10	Chivasso	3	5 „	10 „	154	25	95	9,645 94	65 64		
11	Cuneo	21	4 „	25 „	(3) 20 420	33	100	1,345,521 20	65 89		
12	Fossano	19	29 May	16 „	4,200	25	105	252,000 20	60 89		
13	Ivera	24	31 „	23 „	(4) 3,275	36	100	260,809 14	79 62		
14	Mondovi	22	1 June	22 „	(5) 8,547	30	100	587,022 13	67 88		
15	Novara	21	25 May	19 „	(6) 28,965	30	100	1,733,936 28	59 86		

OBSERVATIONS.

(1) Besides 15,395 myriagrammes weighed privately.
(2) Besides 100 myriagrammes sold on account.*
(3) Besides 47,715 myriagrammes not declared at the public scales.
(4) Besides 239 myriagrammes sold on account, and 500 myriagrammes weighed outside the market.
(5) Besides 580 myriagrammes (about) not declared at the public market.
(6) Besides 276 myrigrammes sold on account.

* "Venduti a rapporto." The prices to be based at a latter date on those determined by the Chamber of Commerce.

TABLE A.—*continued.*

No.	Place.	Markets. No.	From	To	Total Quantity of Cocoons.	Prices per Myriagramme. From	To	Total Amount of Prices Paid.	Average Prices per Myriagramme.	For each Province. Total Quantity of Cocoons.	Total Amount of Prices Paid
	PIEDMONT—*cont.*				Myriagrammes.	It. Lire.	It. Lire.	Ir. Lire. Cents.	It. Lire. Cents.	Myriagrammes.	It. Lire. Cents.
16	Novi (Ligure)	33	25 May	26 June	15,074	35	100	1,056,927 50	70 11		
17	Pignerol	25	29 „	22 „	18,995	20	106	1,284,294 46	67 61		
18	Racconigi	20	27 „	15 „	43,340	31	106	2,968,790 46	68 50		
19	Sale	15	31 „	16 „	(7) 2,200	25	81	117,300 96	53 31		
20	Saluzzo	25	29 „	22 „	20,934	30	108	1,392,402 96	66 51		
21	Savigliano	17	29 „	14 „	7,790	40	105	539,655 96	69 27		
22	Turin	23	31 „	22 „	(8) 10,291	26	103	692,625 90	67 30		
23	Tortona	17	28 „	22 „	(9) 1,724	27	100	105,449 09	61 16		
24	Vercelli	10	31 „	16 „	(10) 2,274	35	90	138,587 57	60 92		
25	Vigevano..	14	27 „	15 „	(11) 1,646	35	76	82,558 48	50 15		
26	Voghera	25	21 „	21 „	12,324	30	115	657,420 55	53 34		
										281,759	18,989,161 96
	LOMBARDY.										
1	Brescia	25	22 „	15 „	12,413	30	88	712,195 98	57 37		
2	Cremona	25	22 „	15 „	33,499	30	88	1,634,259 16	48 78		
3	Lodi	18	25 „	15 „	19,654	36	70	1,153,526 48	59 20		
4	Pavia	24	18 „	15 „	1,596	30	90	90,232 44	56 63		
										67,162	3,600,214 06

OBSERVATIONS.—*continued.*

(7) Besides 185 myriagrammes sold at prices not known, and 525 myriagrammes weighed outside the market.
(8) Besides 16,180 myriagrammes not declared at the public scales, and sold at from 43 to 103 Italian lire.
(9) Besides 906 myriagrammes sold on account.
(10) Besides 5,400 myriagrammes sold, and not declared at the public scales.
(11) Besides 4,680 myriagrammes sold on account.

TABLE A.—*continued.*

No.	Place.	Markets. No.	Markets. From	Markets. To	Total Quantity of Cocoons.	Prices per Myriagramme. From	Prices per Myriagramme. To	Total Amount of Prices Paid.	Average Prices per Myriagramme.	For each Province. Total Quantity of Cocoons.	For each Province. Total Amount of Prices Paid.
	EMILIA.				Myriagrammes.	It. Lyre.	It. Lire.	It. Lire. Cents.	It. Lire. Cents.	Myriagrammes.	It.Lire. Cents.
1	Brisighella	16	26 May	12 June	402	27	105	27,850 02	69 26		
2	Corriggio..	17	21 „	20 „	528	40	102	34,808 31	65 16		
3	Fainza	27	25 „	20 „	1,988	30	100	156,927 52	78 93		
4	Forli	29	20 „	17 „	3,300	33	105	230,769 86	69 92		
5	Gustalla	23	25 „	16 „	328	20	100	16,491 39	50 13		
6	Lugo	22	24 „	16 „	3,209	20	95	240,955 93	75 07		
7	Meldola	24	19 „	19 „	(12) 2,938	15	97	197,727 85	67 29		
8	Modena	26	21 „	21 „	2,958	20	105	204,690 77	69 19		
9	Novellara..	19	26 „	18 „	342	15	105	24,248 29	73 75		
10	Parma	33	22 „	24 „	12,854	30	115	1,070,191 42	83 25		
11	Piacenza	25	25 „	18 „	2,375	27	93	157,716 42	66 40		
12	Reggio	39	21 „	30 „	4,150	12	102	284,165 91	68 20		
13	Rimini	19	29 „	16 „	(13) 2,934	20	111	255,351 65	90 05		
14	Scandiano	24	26 „	14 „	351	24	95	23,647 45	67 27		
15	Savigano	17	28 „	13 „	(14) 526	30	105	43,859 77	83 40		
										39,183	2,970,102 14

OBSERVATIONS—*continued.*

(12) Besides 17 myriagrammes sold on account.
(13) Besides 804 myriagrammes weighed outside the market.
(14) Besides 450 myriagrammes sold at prices not fixed.*

* "Puzzi indeterminati."

TABLE A.—*continued.*

No.	Place.	Markets. No.	Markets. From.	Markets. To	Total Quantity of Cocoons.	Prices per Myriagramme. From	Prices per Myriagramme. To	Total Amount of Prices Paid.	Average Prices per Myriagramme.	For each Province. Total Quantity of Cocoons.	For each Province. Total Amount of Prices Paid.
	MARCHES AND UMBRIA.				Myriagrammes.	It. Lire.	It. Lire.	It. Lire. Cents.	It. Lire. Cents.	Myriagrammes.	It. Lire. Cents.
1	Camerino	30	1 June	30 June	258	15	120	19,530 43	77 16		
2	Città di Castello.. ..	22	31 May	22 „	(15) 323	33	95	27,298 98	84 33		
3	Fossombrone	32	11 „	25 „	(16) 1,231	23	100	104,047 47	84 49		
4	Jesi	32	15 „	15 „	(17) 7,252	22	110	496,696 98	68 48		
5	Macerata..	29	18 „	15 „	(18) 2,915	24	112	200,308 37	68 69		
6	Osimo	29	20 „	17 „	4,140	22	150	258,917 66	62 54		
7	Perugia	36	18 „	22 „	(19) 2,936	20	110	241,672 33	82 29		
8	Terni	43	6 „	17 „	(20) 927	15	90	54,101 76	65 39		
										19,882	1,402,573 98
	TUSCANY.										
1	Arezzo	10	21 „	24 „	10,060	70	98	900,370 76	89 50		
2	Cortona	7	25 „	15 „	245	78	79	20,850 76	78 89		
3	Pisa	10	14 „	6 „	96	33	112	6,960 76	72 50		
4	Poggibonsi	7	25 „	10 „	161	60	91	12,254 50	82 32		
5	Rocca S. Cascions ..	12	25 „	19 „	2,154	28	102	134,771 19	71 73		
6	Siena	26	21 „	15 „	3,629	37	100	320,673 47	88 38		
										16,344	1,295,849 16

OBSERVATION—*continued.*

(15) Besides 141 myriagrammes sold at prices not fixed.
(16) Besides 3,508 myriagrammes sold at prices not fixed.
(17) Besides 312 myriagrammes sold on account.
(18) Besides 161 myriagrammes sold at prices not fixed.
(19) Besides 778 myrigrammes sold at prices not fixed.
(20) Besides 1,296 myriagrammes sold at prices not fixed.

TABLE A—*continued.*

No.	Place.	Markets.			Total Quantity of Cocoons.	Prices per Myriagramme.		Total Amount of Prices Paid.	Average Prices per Myriagramme.	For each Province.	
		No.	From	To		From	To			Total Quantity of Cocoons.	Total Amount of Prices Paid.
	SOUTHERN PROVINCES.				Myriagrammes.	It. Lire.	It. Lire.	It. Lire. Cents.	It. Lire. Cents.	Myriagrammes.	It. Lire. Cents.
1	Chieti	16	17 May	18 June	381	13	81	24,686 47	64 72		
2	Cosenza	20	15 „	1 July	([21]) 9,531	25	71	459,880 04	48 25		
										9,912	484,566 04
							Total		.. ..	434,242	28,842,467 34
							General Average ..		66 42		

([21]) Besides 3,454 myriagrammes sold privately.

NOTE.—From a report of the Chamber of Commerce of Verona. dated July 20 1867, it results that the average price of cocoons, established in that province, was 66 Italian lire 30 cents per myriagramme.

TABLE B.—Comparison of the Results of the Sale of Cocoons in 1867, with the Year 1866.

Provinces.	1867.			1866.		
	Markets.	Quantity of Cocoons sold.	Amount of Prices Paid.	Markets.	Quantity of Cocoons Sold.	Amount of Prices Paid.
		Myriagrammes.	Lire. Cents.		Myriagrammes.	Lire. Cents.
Piedmont	26	281,759	18,989,161 96	21	259,828	11,309,883 82
Lombardy	4	67,162	3,600,214 06	2	21,229	772,419 49
Emilia	15	39,183	2,970,102 14	11	36,180	1,689,401 17
Marches and Umbria	8	19,882	1,402,573 98	8	14,160	697,597 40
Tuscany	6	16,344	1,395,849 16	6	13,528	572,669 80
Southern Provinces	2	9,912	486,566 04	3	16,758	536,768 81
Total	61	434,242	28,842,467 34	54	361,613	15,578,740 49

Rates of Exchange.

The sales are calculated in paper currency. The rates of exchange, during the month of June, were at from 27·40 to 27·50 Italian lire per pound sterling.

The President of the Chamber of Commerce of Alessandria has published some interesting statistics on the produce of cocoons in that province which I have thought might be included with advantage in the present report

In his preliminary remarks Mr. Savina observes, that the total quantity of seed reared this year in the Province of Alessandria 1,299 is satisfactory, but it might be increased to a considerable extent, as the Province produces more than 3,000,000 quintals (5,905,339 cwt.) of mulberry leaves. Until means have been found to arrest the spread of the silkworm disease, special attention should be turned to the following points:—1. The supply to the cultivators of seed from the best localities, which, for the Province under consideration, are Corsica. Japan, and Portugal, especially the first; for every kilogramme of Corsican seed produced, on an average, myriagrammes 82, 8, 18, while the average produce of the other seeds was little more than half that amount. 2. The prevention of the frequent frauds which occur in the quality of the seed sold. Complaints on this count are general from all parts of the Province. 3. The distribution of instructions with reference to the proper rearing of the worms, which is the special duty of the local committees of agriculture.

The information collected in the following tables is rather under than over the actual produce, but may be considered as giving a fair approximate view of the yield of cocoons in the Province of Alessandria.

Tables I., II., III., IV., V., VI., show the yield of cocoons arranged according to the qualities of the seed employed in the several territorial districts of the Province of Alessandria.

Tables VII. and VIII. are a general summary of the foregoing.

Table IX. is a return of the average quality of cocoons obtained from each kilogramme of seed in the several districts of the Province of Alessandria.

Tables showing the yield of Cocoons in the Province of Alessandria for the Year 1867.

I.—District of Alessandria.

Countries whence Imported, or Breeds Reproduced.	Silk Worm Grains Imported from Abroad: Quantity of Grains for each Quality.			Quantity of Cocoons obtained from each Quality of Grains.				Detail of Prices given for every Myriagramme of Cocoons.						Silk Worm grains Reproduced in Italy: Quantity of Grain for each Quality.			Quantity of Cocoons obtained from each Quality of Grains.				Details of Prices given for every Myriagramme of Cocoons.					
	Kilo.	Hec.	Grs.	Myrgms.	Kilo.	Hec.	Grms.	Myrgms.	Kilo.	Hec.	Grs.	It. lire.	Cts.	Kilo.	Hec.	Grs.	Myrgms.	Kilo.	Hec.	Grms.	Myrgms.	Kilo.	Hec.	Grs.	It. lire.	Cts.
								1,125	...	...	...	33	50								...	9	...	...	42	...
								265	...	...	...	40	50								375	...	...	...	50	...
								460	6	4	...	45	...								4	5	...	...	59	50
								160	...	...	...	55	...								172	3	...	...	60	...
Japan	107	2	02	4,659	6	4	...	1,100	...	...	...	57	50	24	5	84	916	8	...	...	1	5	...	...	65	...
								123	...	...	...	59	...								2	6	...	...	70	...
								200	...	...	...	60	...								360	...	...	...	75	...
								940	...	...	...	65	...								...	...	...	...	...	...
								236	...	...	...	70	...								...	...	...	...	...	...
								50	...	...	...	72	...								...	...	...	...	...	...
								400	...	...	...	55	...													
								135	...	...	...	60	...													
								80	...	...	...	70	50													
Corsica	24	7	40	1,974	7	8	...	35	...	...	...	71	...	6	1	13	321	4	...	...	321	4	...	...	80	...
								26	...	...	...	80	...													
								75	7	8	...	85	...													
								823	...	...	...	90	...													
								400	...	...	...	100	...													
								5	5	...	...	57	50													
								140	...	...	...	70	...													
Portugal	38	5	30	1,743	...	...	...	460	...	...	...	80	...	...	6	...	35	...	...	...	35	...	...	...	75	...
								150	...	...	...	82	...													
								987	5	...	...	85	...													
Macedonia	5	5	...	5	...	...	...	5	...	...	...	40	...	...	...	...	...	...	...	...	...	...	...	...	...	...
																					...	5	...	...	55	...
																					30	...	...	...	60	...
Italy	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	40	153	...	...	...	40	...	...	...	65	...
																					80	...	...	...	70	...
																					3	...	...	...	90	...
Turkey (in Asia)	3	...	...	150	...	...	...	150	...	...	...	67	...	...	...	...	..	...	...	...	...	...	...	...	...	...
Dalmatia	...	4	...	9	...	...	...	9	...	...	...	60	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Switzerland	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	56	3	4	...	...	3	4	...	...	15	...
Totals	174	3	72	8,541	4	2	...	8,541	4	2	...	...	...	35	4	93	1,430	1	...	...	1,430	1	...	...	...	...

Observations.—The grains which gave the produce, according to the statistics collected, were those imported from Corsica and Portugal, both as regards the greater number of Cocoons obtained and the good quality of the Cocoons themselves.

II.—Province of Alessandria, District of Acqui.

Countries whence imported, or Breeds Reproduced.	Silk Worm Grains, imported from abroad.													Silk Worm Grains Reproduced in Italy.										
	Quantity of Grains for each Quality.			Quantity of Cocoons obtained from each Quality of Grains.				Detail of Prices given for every Myriagramme of Cocoons.						Quantity of Grains for each Quality.			Quantity of Cocoons obtained from each Quality of Grains.				Detail of Prices given for every Myriagramme of Cocoons.				
	Kilo.	Hec.	Grs.	Myrgms.	Kilo.	Hec.	Grms.	Myrgms.	Kilo.	Hec.	Grs.	It.lire.	Cts.	Kilo.	Hec.	Grs.	Myrgms.	Kilo.	Hec.	Grms.	Myrgms.	Kilo.	Hec.	Grs.	It.lire.	Cts.
								15	...	...	...	55	...													
								327	5	...	...	60	...													
								303	5	...	...	65	...													
								353	6	5	...	70	...								20	...	...	...	43	50
								20	...	...	...	70	75								6	...	...	...	45	...
								30	...	...	...	71	...								5	...	...	...	50	...
								1,029	...	...	...	71	75	57	1	32	596	2	...	...	90	...	...	...	60	...
Japan	80	2	36	3,717	3	5	...	130	...	...	...	72	50								158	2	...	...	65	...
								65	...	...	...	74	...								285	...	...	...	70	...
								490	...	...	...	75	...								32	...	...	...	75	...
								60	...	...	...	76	...													
								550	...	...	...	76	87													
								3	7	...	..	80	...													
								90	...	...	...	87	30													
								50	...	...	...	90	...													
								41	...	...	...	75	...													
								65	...	...	...	76	...								30	...	...	...	60	...
								70	...	...	...	80	...	2	2	40	111	...	...	...	51	...	...	...	70	...
Corsica	8	6	31	387	5	...	...	25	...	...	...	85	...								30	...	...	...	75	...
								163	...	...	...	90	...													
								23	5	...	...	95	...													
								55	...	...	...	70	...								14	...	...	...	60	...
								603	...	...	...	75	...								51	...	...	...	65	...
								40	...	...	...	76	...								40	...	...	...	70	...
								75	...	..	...	77	50	9	6	...	289	...	...	...	8	...	...	...	75	...
Portugal	47	3	95	1,211	...	...	...	119	...	...	...	80	...								126	...	...	...	76	...
								8	...	...	...	82	...								50	...	...	...	85	...
								30	...	...	...	85	...													
								281	...	...	...	90	...													
								2	5	...	...	40	...													
								15	...	...	...	55	...								30	...	...	...	75	...
								4	..	...	...	60	...	2	7	28	40	7	5	...	10	7	5	...	80	...
Macedonia	9	8	40	195	5	...	...	10	...	...	...	70	...													
								20	...	...	...	80	...													
								144	...	...	...	85	..													
								2	...	...	...	70	...								9	...	...	...	70	...
								60	...	...	...	76	...	1	4	73	15	...	...	...	6	...	...	...	75	...
Italy	8	...	30	138	...	...	...	40	...	...	...	80	...													
								36	...	...	...	85	...													
Total	154	1	32	5649	3	5	...	5649	3	5	...	...	...	73	1	73	1,051	9	5	...	1,051	9	5	...	...	...

Observations.—The grains imported from Portugal gave better results than any of the others, and the Cocoons obtained therefrom were of excellent quality.

III.—District of Asti.

Countries whence imported, or breeds reproduced.	Silkworm grains imported from abroad.												Silkworm Grains reproduced in Italy.											
	Quantity of Grains for each Quality.			Quantity of Cocoons obtained from each Quality of Grains.				Detail of Prices given for every Myriagramme of Cocoons.					Quantity of Grains for each Quality.			Quantity of Cocoons obtained from each Quality of Grains.				Detail of Prices given for every Myriagramme of Cocoons.				
	Kilo.	Hec.	Grs.	Myrgms.	Kilo.	Hec.	Grms.	Myrgms.	Kilo.	Hec.	Grs.	It.lire.	Cts.	Kilo.	Hec.	Grs.	Myrgms.	Kilo.	Hec,	Grms.	Myrgms.	Kilo.	Hec.	Grs.	It.lire.	Cts.
								15	...	...	...	40	...								10	...	...	...	40	...
								90	...	...	...	45	...								50	...	...	...	45	...
								118	...	...	...	50	...								20	5	...	...	50	...
								44	1	2	...	55	...								289	9	3	90	60	...
								792	4	4	10	60	...								12	...	...	...	62	...
								30	...	...	...	62	...								35	...	...	...	64	...
								112	3	4	...	65	...								247	4	3	50	65	...
Japan	70	4	18	3,657	3	8	60	34	...	...	...	67	...	59	2	98	1,559	4	7	40	244	6	...	...	70	...
								803	6	1	30	70	...								90	...	...	...	72	...
								550	...	...	...	71	75								160	...	...	...	75	...
								2	...	...	...	72	...								175	...	...	...	80	...
								675	...	...	...	75	...								125	...	..	...	58	...
								235	9	...	...	80	...													
								225	...	...	20	85	...													
								30	...	...	...	90	...													
								20	...	...	...	70	...													
								653	3	...	70	80	...													
								1,755	...	...	...	85	...								50	..	...	...	50	..
								172	1	2	60	87	45								24	...	...	...	60	...
								24	...	...	...	88	...								75	...	4	...	75	...
Corsica	87	6	9	7,967	3	3	30	1,721	...	...	...	90	...								130	4	...	...	80	...
								172	...	...	...	92	...	29	8	60	544	2	4	...	60	...	...	...	85	...
								193	5	...	...	93	40								45	...	...	...	88	...
								1,890	...	...	...	94	...								56	...	...	...	90	...
								230	4	...	...	95	...								83	8	...	...	95	...
								300	...	...	...	96	...								20	...	...	...	191	...
								926	...	...	...	100	...													
								84	4	2	40	60	...													
								31	2	7	...	65	...													
								30	...	...	...	70	...													
								93	...	...	...	72	...	4	1	50	130	...	...	...	105	...	...	...	70	...
Portugal	13	7	64	756	4	9	40	375	8	...	...	73	...								25	...	...	...	75	...
								32	...	...	...	77	...													
								80	...	..	...	80	...													
								30	...	...	..	85	...													

III.—District of Asti.—*cont.*

Countries whence Imported, or Breeds reproduced.	Silkworm Grains imported from abroad.												Silkworm Grains reproduced in Italy.											
	Quantity of Grains for each Quality.			Quality of Cocoons obtained from each Quality of Grains.				Detail of Prices given for every Myriagramme of Cocoons.					Quantity of Grains for each Quality.			Quantity of Cocoons obtained from each Quantity of Grains.				Detail of Prices given for every Myriagramme of Cocoons.				
	Kilo.	Hec.	Grs.	Myrgms.	Kilo.	Hec.	Grms.	Myrgms.	Kilo.	Hec.	Grs.	It.lire.	Cts.	Kilo.	Hec.	Grs.	Myrgms.	Kilo.	Hec.	Grms.	Myrgms.	Kilo.	Hec.	Grs.	It.lire.	Cts.
								40	...	...	...	60	...												
								180	...	...	...	65	...								3	...	...	...	40	...
								25	...	...	...	70	...								30	...	...	...	60	...
Macedonia	18	4	50	1,043	4	...	...	60	...	...	...	75	...	14	3	50	648	...	...	...	30	...	...	...	65	...
								230	...	...	...	80	...								585	...	...	...	75	...
								18	...	...	...	85	...												
								490	...	...	...	89	...												
								38	40	2	40	50	...												
								7	...	5	...	60	...												
								325	...	...	...	80	...												
Italy	15	2	70	405	...	7	50	10	...	...	...	85	...	...	...	...	...	...	...	...	...	...	...	...	...	...
								20	...	...	...	87	...												
								4	...	...	...	95	...												
Totals	206	5	62	13,829	9	8	70	13,829	6	8	70	...	...	107	6	58	2,881	7	1	40	2,811	7	1	40	...	...

Observations.—The grains which gave the best results were those imported from Corsica.

IV.—District of Casale Monferrato.

Countries whence Imported, or Breeds Reproduced.	Silkworm Grains Imported from abroad.												Silkworm Grains Reproduced in Italy.											
	Quantity of Grains for each quality.			Quantity of Cocoons obtained from each Quality of Grains.				Detail of Prices given for every Myriagramme of Cocoons.						Quantity of Grains for each Quality.			Quantity of Cocoons obtained from each Quality of Grains.				Detail of Prices given for every Myriagramme of Cocoons.					
	Kilo.	Hec.	Grs.	Myrgms.	Kilo.	Hec.	Grms.	Myrgms.	Kilo.	Hec.	Grs.	It. lire.	Cts	Kilo.	Hec.	Grs.	Myrgms.	Kilo.	Hec.	Grms.	Myrgms.	Kilo.	Hec.	Grs.	It. lire.	Cts.
								6	...	...	...	30	...								5	5	...	...	50	...
								64	5	...	...	50	...								6	...	...	...	55	...
								273	5	...	...	60	...								100	...	...	...	56	...
								340	...	...	...	65	...								30	...	...	...	58	...
Japan	47	9	63	1,993	4	6	...	51	2	...	...	67	...	20	6	95	565	9	2	...	55	1	2	...	65	...
								200	...	...	...	68	...								33	5	...	...	66	...
								333	5	6	...	70	...								200	...	...	...	70	...
								270	...	...	...	75	...								7	8	...	...	75	...
								455	...	...	...	80	...								125	...	...	...	85	...
								30	...	...	...	52	...													
								7	2	...	..	59	...													
								1	...	...	...	65	...													
								40	...	...	...	70	...								80	...	...	...	70	...
Corsica	15	...	29	740	7	3	...	10	...	...	...	75	...	10	8	90	232	1	...	...	12	1	...	...	90	...
								81	5	...	...	80	...								140	...	...	...	95	...
								53	5	...	...	85	...													
								190	...	...	...	90	...													
								63	...	...	...	91	50													
								264	5	3	...	95	...													
								220	...	...	...	72	...													
Portugal.	3	6	...	230	...	...	...	10	...	...	...	80	...													
								25	...	...	...	50	...													
								30	9	...	...	60	...								1	4	...	...	40	...
Macedonia	3	4	15	74	6	...	...	5	5	...	...	70	...	1	3	79	19	4	...	...	18	...	...	...	75	...
								10	...	...	...	75	...													
								3	2	...	...	80	...													
																					7	5	...	...	55	...
Italy	...	...	...	...	...	...	...	...	...	...	...	...	...	3	6	...	61	5	...	...	50	...	...	...	65	...
																					4	...	...	...	75	...
Totals.	70	...	07	3,039	...	9	...	3,039	...	9	...	...	...	36	5	64	878	9	2	...	878	9	2	...	..	...

Observations.—The yield was somewhat scanty owing to the want of good Grains.

V.—District of Novi Ligure.

Countries whence imported, or Breeds Reproduced.	Silkworm Grains Imported from abroad.												Silkworm Grains Reproduced in Italy.											
	Quantity of Grains for each Quality.			Quantity of Cocoons obtained from each Quality of Grains.				Detail of Prices given for every Myriagramme of Cocoons.					Quantity of Grains for each Quality.			Quantity of Cocoons obtained from each Quality of Grains.				Detail of Prices given for every Myriagramme of Cocoons.				
	Kilo.	Hec.	Grs.	Myrgms.	Kilo.	Hec.	Grms.	Myrgms.	Kilo.	Hec.	Grs	It.lire.	Cts.	Kilo.	Hec.	Grs	Myrgms.	Kilo.	Hec.	Grms.	Myrgms.	Kil	Hec.	Grs.	It.lire.	Cts.
Japan	124	9	80	7,946	8	...	...	200	...	...	...	50	...	7	2	50	185	...	...	...	20	...	...	...	40	...
								3,800	...	...	...	53	...								30	...	...	...	48	...
								348	8	...	...	60	...								20	...	...	...	50	...
								2,695	...	...	...	65	...								50	...	...	...	55	...
								903	...	...	...	70	...								50	...	...	...	60	...
																					15	...	...	...	70	...
Corsica	5	5	24	219	6	...	...	80	...	...	...	75	...	...	2	10	2	5	...	...	2	...	...	...	80	...
								86	...	...	...	85	...													
								12	...	...	...	90	...								...	5	...	...	82	50
								1	6	...	...	92	...													
								40	...	...	...	100	...													
Portugal	38	8	20	2,353	...	...	...	300	...	...	..	70	...		4	...	158	3	...	...	18	...	...	...	65	...
								2	...	...	...	72	...								50	...	...	...	70	...
								1,630	...	...	...	75	...								30	3	...	...	80	...
								40	...	...	...	76	...								60	...	...	...	90	...
								95	...	...	...	80	...													
								240	...	...	...	90	...													
								45	...	...	...	97	...													
Totals	169	3	24	10,518	4	...	...	1,0518	4	...	...	...	...	10	8	60	345	8	...	...	345	8	...	...	...	...

Observations.—As in the district of Casale, the yield of Cocoons was poor, owing to the want of good seed.

VI.—District of Tortona.

Countries whence Imported, or Breeds Reproduced.	Silkworm Grains Imported from abroad. Quantity of Grains for each Quality.			Quantity of Cocoons obtained from each Quality of Grains.				Detail of Prices given for every Myriagramme of Cocoons.					Silkworm Grains Reproduced in Italy. Quantity of Grains for each Quality.			Quantity of Cocoons obtained from each Quality of Grains.				Detail of Prices given for every Myriagramme of Cocoons.					
	Kilo.	Hec.	Grs.	Myrgms.	Kilo.	Hec.	Grms.	Myrgms.	Kilo.	Hec.	Grs.	It.lire.	Cts.	Kilo.	Hec.	Grs.	Myrgms.	Kilo.	Hec.	Grms.	Myrgms.	Kilo.	Hec.	Grs.	It.lire.	Cts.
								264	...	...	...	35	...								40	...	...	...	35	...
								385	...	...	...	45	...								100	...	...	...	40	...
								57	...	...	...	50	...								161	86	...	...	50	...
Japan	186	2	21	8,549	4	...	...	130	...	...	...	52	50	31	...	09	1,205	8	...	...	215	...	...	...	52	50
								100	...	...	...	55	50								64	...	...	...	52	...
								56	...	...	...	56	...								465	...	...	...	60	...
								5,780	4	...	...	60	...								160	...	...	...	65	...
								750	...	...	...	70	...													
								1,037	...	...	...	80	25													
								593	...	...	...	91	16													
								68	...	...	...	70	...								8	...	...	...	41	...
								50	...	...	...	75	...								96	...	...	...	70	...
Corsica	17	1	96	1,857	3	...	...	55	...	...	...	76	60	3	8	0·2	258	...	...	...	12	...	...	...	80	...
								143	...	...	...	80	...								130	...	...	...	83	50
								160	3	...	...	86	30								12	...	...	...	90	...
								300	...	...	...	87	50													
								488	...	...	...	90	...													
								280	4	...	...	26	50													
								64	...	...	...	50	...								18	...	...	...	60	...
Portugal	13	...	92	928	4	...	...	64	...	...	...	65	...	3	1	...	128	...	...	...	75	...	...	...	70	...
								454	...	...	...	70	...								35	...	...	...	75	...
								66	...	...	...	80	...													
Macedonia	1	8	90	24	...	...	...	4	...	...	...	50	...	1	5	0·8	17	6	...	...	2	6	...	...	30	...
								20	...	...	...	60	43								15	...	...	...	50	...
								25	...	...	...	50	...													
Italy	2	1	24	148	8	...	...	93	...	...	...	60	...	1	9	0·8	52	6	...	...	2	6	...	...	30	...
								18	...	...	...	75	...								6	...	...	...	60	...
								12	8	...	...	80	...													
Totals	220	5	23	11,507	9	...	...	11,057	9	...	...	...	...	31	3	27	1,662	...	...	...	1,662	...	...	...	...	...

Observations.—The crop of Cocoons obtained from the Japanese seed was abundant, notwithstanding, as in the other Districts of the Province, the total yield of Cocoons was very scanty, owing to the bad seed which was sold by unscrupulous speculators.

General Summary of Previous Tables.

VII.—Province of Alessandria.

Countries whence Imported, or Breeds Reproduced.	Silkworm Grains Imported from abroad.												Silkworm Grains Reproduced in Italy.											
	Quantity of Grains for each Quality.			Quantity of Cocoons obtained from each Quality of Grains.				Detail of Prices given for every Myriagramme of Cocoons.					Quantity of Grains for each Quality.			Quantity of Cocoons obtained from each Quality of Grains.				Detail of Prices given for every Myriagramme of Cocoons.				
	Kilo.	Hec.	Grs.	Myrgms.	Kilo.	Hec.	Grms.	Myrgms.	Kilo.	Hec.	Grs.	It.lire.	Cts.	Kilo.	Hec.	Grs.	Myrgms	Kilo.	Hec.	Grms.	Myrgms	Kilo.	Hec.	Grs.	It.lire.	Cts.
								20	...	..	...	70	75													
								21	...	...	...	40	...													
								30	...	..	...	62	...													
								30	...	..	...	71	...													
								52	...	..	...	72	...								..	9	...	...	42	...
								56	...	..	...	56	...								4	5	...	...	59	50
								60	...	..	...	76	...								12	...	...	...	61	...
								65	...	..	...	74	...								20	...	...	...	43	50
								80	...	..	...	90	...								30	...	..	...	48	...
								85	2	..	...	67	...								30	...	...	...	58	...
								90	...	..	...	87	30								33	5	...	...	66	...
								100	...	..	...	55	50								35	...	...	...	64	...
								120	...	..	...	52	50								40	...	...	...	35	..
								123	...	..	...	59	...								56	...	...	...	45	...
								130	...	..	...	72	50								59	...	...	...	55	...
Japan	617	...	20	30,524	3	3	60	200	...	..	..	68	...	199	9	68	5,029	1	9	40	64	...	...	...	52	50
								225	...	..	...	85	...								90	...	...	...	72	..
								264	...	..	...	35	...								100	...	...	...	56	..
								265	...	..	...	40	50								130	...	...	...	40	..
								439	5	..	...	50	...								175	...	...	...	80	..
								550	...	..	...	76	87								215	...	...	...	52	...
								694	6	..	20	80	...								250	...	...	...	85	..
								935	6	4	..	45	...								559	8	...	...	75	..
								1,037	...	..	..	80	25								587	8	...	...	50	..
								1,100	...	..	..	57	50								722	2	5	50	65	..
								1,125	...	..	..	33	50								747	2	..	..	70	..
								1,435	...	..	..	75	...								1067	2	3	90	60	..
								1,479	...	..	..	71	75													
								3,579	8	2	30	70	...													
								4,019	1	2	..	55	...													
								4,390	8	1	..	65	...													
								7,722	6	4	10	60	...													

General Summary—*cont.*

VII.—Province of Alessandria—*cont.*

Countries whence imported, or Breeds Reproduced.	Silkworm Grains Imported from abroad.												Silkworm Grains Reproduced in Italy.											
	Quantity of Grains for each Quality.			Quantity of Cocoons obtained from each Quality of Grains.				Detail of Prices given for every Myriagramme of Cocoons.					Quantity of Grains for each Quality.			Quantity of Cocoons obtained from each Quality of Grains.				Detail of Prices given for every Myriagramme of Cocoons.				
	Kilo.	Hec.	Grs.	Myrgms.	Kilo.	Hec.	Grms.	Myrgms.	Kilo.	Hec.	Grs.	It.lire.	Cts.	Kilo.	Hec.	Grs.	Myrgms.	Kilo.	Hec.	Grms.	Myrgms.	Kilo.	Hec.	Grs.	It.lire.	Cts.
								1	...	...	...	65	...													
								1	6	...	...	92	50													
								7	2	...	...	59	..													
								24	...	...	...	88	..													
								30	...	...	...	52	..													
								35	...	...	...	71	..													
								55	...	...	...	76	60													
								63	...	...	...	91	50								..	5	..	...	82	50
								65	...	...	...	76	..								8	..	..	...	48	...
								80	...	...	...	70	50								20	..	..	...	101	...
								128	...	...	..	70	..								45	..	..	...	88	...
								135	...	...	..	60	..								50	..	..	...	50	...
								160	3	...	..	86	30								54	..	..	...	60	...
Corsica	158	7	79	13,147	2	4	30	172	...	...	..	92	..	53	1	15	1,469	2	4	..	60	..	..	...	84	...
								172	1	2	60	87	45								80	1	..	...	90	...
								181	...	...	..	75	..								105	..	..	..	75	...
								193	5	...	...	93	40								130	..	..	...	83	50
								300	...	...	..	87	50								223	8	..	..	95	...
								300	...	...	..	96	..								227	..	..	...	70	...
								400	...	...	..	55	..								465	8	4	...	80	...
								518	4	...	..	25	..													
								593	...	3	..	61	10													
								973	8	...	70	86	..													
								1,366	...	...	..	100	..													
								1,800	...	...	..	94	..													
								1,995	2	8	..	85	..													
								3,397	...	...	..	90	..													

General Summary—*cont.*

VII.—Province of Alessandria—*cont.*

Countries whence Imported, or Breeds Reproduced.	Silkworm Grains Imported from abroad.												Silkworm Grains Reproduced in Italy.									
	Quantity of Grains for each Quality.			Quantity of Cocoons obtained from each Quantity of Grains.				Detail of Prices given for every Myriagramme of Cocoons.					Quantity of Grains for each Quality.			Quantity of Cocoons obtained from each Quality of Grains.				Detail of Prices given for every Myriagramme of Cocoons.				
	Kilo.	Hec.	Grs.	Myrgms.	Kilo.	Hec.	Grms.	Myrgms.	Kilo.	Hec.	Grs.	It.lire.	Cts.	Kilo.	Hec.	Grs.	Myrgms.	Kilo.	Hec.	Grms.	Myrgms.	Kilo.	Hec.	Grs.	It.lire.	Cts.
								5	5	...	...	57	50								..					
								32	...	...	...	77	...													
								45	...	...	...	97	...													
								64	...	...	...	50	...													
								75	...	...	...	77	50								30	3	...	...	80	...
								80	...	...	...	76	...								32	...	...	...	60	...
								84	4	2	40	60	...								50	...	...	...	85	...
Portugal	155	2	2	7,220	8	9	40	95	2	7	...	65	...	20	8	50	740	3	...	...	60	...	...	...	90	...
								158	...	...	...	82	...								69	...	...	...	65	...
								280	4	...	...	26	50								103	...	...	...	75	...
								315	...	...	...	72	...								126	...	...	...	76	...
								521	...	...	...	90	...								270	...	...	...	70	...
								820	...	...	...	80	...													
								979	...	...	...	70	...													
								1,047	5	...	...	85	...													
								2,648	8	...	...	75	...													
								3	2	...	...	80	15													
								7	5	...	...	40	...													
								15	...	...	...	55	...								2	6	...	...	30	...
								29	...	...	...	50	...								4	4	...	...	40	...
								40	5	...	...	70	...								10	7	...	...	80	...
Macedonia	34	...	95	692		...	...	79	...	...	...	75	...	19	1	21	725	7	5	...	15	...	...	...	59	...
								94	9	...	...	64	...								30	...	...	...	60	...
								162	...	...	...	85	...								30	...	...	...	65	...
								180	...	...	...	65	...								633	...	...	...	75	...
								250	...	...	...	80	...													
								490	...	..	...	89	50													

General Summary, &c.—*cont.*

VII.—Province of Alessandria—*cont.*

Countries whence Imported, or Breeds Reproduced.	Silkworm Grains Imported from abroad.												Silkworm Grains Reproduced in Italy.											
	Quantity of Grains for each Quality.			Quantity of Cocoons obtained from each Quality of Grains.				Detail of Prices given for every Myriagramme of Cocoons.						Quantity of Grains for each Quality.			Quantity of Cocoons obtained from each Quality of Grains.				Detail of Prices given for every Myriagramme of Cocoons.					
	Kilo.	Hec.	Grs.	Myrgms.	Kilo.	Hec.	Grms.	Myrgms.	Kilo.	Hec.	Grs.	It.lire.	Cts.	Kilo.	Hec.	Grs.	Myrgms.	Kilo.	Hec.	Grms.	Myrgms.	Kilo.	Hec.	Grs.	It.lire.	Cts.
Italy	26	4	24	692	5	7	40	2	...	...	...	70	...	11	1	21	282	6	...	...	2	6	...	...	30	...
								4	6	...	...	95	...								3	...	...	...	90	...
								7	5	5	...	60	...								8	...	...	...	55	...
								18	...	...	...	75	...								10	...	...	...	75	...
								20	...	...	...	87	...								80	...	...	...	60	...
								46	...	...	...	85	...								89	...	...	...	70	...
								60	...	...	...	76	...								90	...	...	...	65	...
								63	6	2	40	50	...													
								93	...	...	...	60	43													
								377	8	...	...	80	...													
Turkey (in Asia)	3	...	...	150	...	...	...	150	...	...	...	67	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Dalmatia	...	4	...	9	...	...	...	9	...	...	...	60	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Switzerland	...	...	...	...	...	...	...	...	...	..	...	...	...	...	...	56	3	4	...	...	3	4	...	...	15	...
Totals	994	9	20	53,086	1	4	70	53,086	1	4	70	11	11	305	...	75	8,250	4	8	40	8,250	1	8	40	...	...

VIII.—Return of the average Quantity of Cocoons obtained from each kilogramme of Grains in the several Districts of the Province of Alessandria.

Districts.	Origin of Grains.	Silkworm Grains imported from Abroad. Average quantity of Cocoons obtained for every kilogramme of Grains.				Silkworm Grains reproduced in Italy. Average quantity of Cocoons obtained for every kilogramme of Grains.			
		Myriagr.	Kilo.	Hecto.	Grms.	Myriagr.	Kilo.	Hecto.	Gams.
Alessandria	Japan	43	4	6	59	37	2	9	25
	Corsica	88	7	1	38	52	5	7	64
	Portugal	45	2	3	74	58	3	3	33
	Macedonia	10	...	...	...	...	...	...	...
	Italy	...	...	...	...	37	...	7	72
	Turkey in Asia	50	...	...	...	...	...	...	...
	Dalmatia	22	5	...	...	...	...	...	...
	Switzerland	...	...	...	...	60	7	1	42
Acqui	Japan	46	3	3	62	10	4	3	54
	Corsica	44	8	9	63	49	5	5	35
	Portugal	25	5	5	21	30	1	...	41
	Macedonia	19	8	6	78	14	9	3	76
	Italy	17	1	8	55	10	1	8	32
	Turkey in Asia	...	...	...	...	...	...	...	...
	Dalmatia	...	...	...	...	...	...	...	...
	Switzerland	...	...	...	...	...	...	...	...
Asti	Japan	51	9	3	82	26	2	9	89
	Corsica	90	8	9	...	18	2	2	63
	Portugal	54	9	5	77	31	3	2	53
	Macedonia	56	5	3	11	45	1	5	67
	Italy	24	9	2	77	...	...	...	...
	Turkey in Asia	...	...	...	...	...	...	...	...
	Dalmatia	...	...	...	...	...	...	...	...
	Switzerland	...	...	...	...	...	...	...	...
Casale Monferato	Japan	41	5	6	85	27	3	4	57
	Corsica	49	2	8	67	21	3	1	31
	Portugal	63	8	8	88	...	...	...	...
	Macedonia	21	8	4	48	14	...	6	81
	Italy	...	...	...	...	17	...	8	33
	Turkey in Asia	...	...	...	...	...	...	...	...
	Dalmatia	...	...	...	...	...	...	...	...
	Switzerland	...	...	...	...	...	...	...	...
Novi Ligure	Japan	63	5	8	45	24	1	3	79
	Corsica	39	7	5	37	11	9	...	47
	Portugal	60	5	8	90	46	5	5	88
	Macedonia	...	...	...	...	...	...	...	...
	Italy	...	...	...	...	...	...	...	...
	Turkey in Asia	...	...	...	...	...	...	...	...
	Dalmatia	...	...	...	...	...	...	...	...
	Switzerland	...	...	...	...	...	...	...	...
Tortona	Japan	45	9	...	99	38	8	8	54
	Corsica	108	...	...	70	67	8	5	90
	Portugal	70	9	1	35	41	2	9	03
	Macedonia	12	6	9	84	11	6	7	10
	Italy	70	...	5	64	27	5	6	81
	Turkey in Asia	...	...	...	...	...	...	...	...
	Dalmatia	...	...	...	...	...	...	...	...
	Switzerland	...	...	...	...	...	...	...	...

Turin, January 6, 1868.

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HER MAJESTY'S CONSULS,

IN 1868.

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1868.

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FRANCE.

HAVRE.

Report by Mr. Consul Bernal on the Trade, Commerce, and Navigation of the Consular District of Havre for the Year 1867.

The commercial stagnation, culminating in disasters, which prevailed over all parts of the world during the past year, could not fail to have a most severe effect on a town like Havre, when, in addition to the dulness existing in every branch of trade, so great a depreciation in value kept steadily going on in cotton, an article with which, in all its ramifications and bearings, so much of the prosperity of the place is closely bound up. In spite, however, of the general dullness, British shipping, both in the number of vessels and amount of tonnage, shows a considerable increase over the preceding year. This increase arose from the number of vessels which came from Bombay with cotton, and also from the large importations of grain, and especially of oats, a great proportion of which came in British bottoms.

Table of Entry of British Shipping at Havre in 1867 and 1866.

1867.			1866.		
No. of Vessels.	No. of Tons.	No. of Crews.	No. of Vessels.	No. of Tons.	No. of Crews.
1,075	351,102	15,889	895	294,940	12,775
212*	15,032	5,936	280*	84,000	6,160
1,287	402,134	21,825	1,175	378,940	18,935

* Passenger Steamers carrying full cargoes.

The above Table shows an increase (leaving out the passenger steamers) of 20 per cent. in the number of vessels, and of about 19 per cent. in the total tonnage.

Of the above, 1,075, 498 (say 46 per cent.) were steamers, with an aggregate of 241,600 tons, and 12,208 men, against in 1866, 348 steamers (say 40 per cent.) of 196,681 tons.

In 1867, 493 vessels, of 144,956 registered tons, brought cargoes of coals, as against 500 vessels, of 132,460 tons in 1866.

The 498 steamers averaged 489 tons each; the 577 sailing vessels averaged 190 tons each. The cargoes consisted principally of coal, general goods, cotton, iron, cement, tin, copper, petroleum, guano, timber, wheat, and oats, the outward ditto of general goods, sugar, fruit, and vegetables. 18 ships, of 11,965 tons, and 426 men, arrived from British India with 54,101 bales of cotton.

The passenger steamers between Havre and Southampton carry hence large cargoes of goods for transhipment to the West Indies, Brazil, and Pacific; and, in addition, during the summer, large quantities of fruit, vegetables, butter, eggs, &c., &c.

They carried outwards and inwards, 44,166 passengers, and 50,875 tons of goods.

No changes have occurred in the port of Havre or its approaches during the past year. The work of removing the foundations of the tower

of François I. is progressing, and I am informed by the chief engineer that the last vestiges of it will have disappeared in the course of the summer. Advantage was taken of a visit paid to Havre by His Majesty the Emperor to point out the long and universally recognized narrowness of the outer harbour, which frequently proves a source of great danger to the Transatlantic and other large steamers, and sailing ships frequenting the port. But while everyone is agreed on the necessity of remedying this defect, there exists a great division of opinion as to best mode of effecting it. The large floating, careening, and graving docks which are being constructed on the site of the old citadel have made considerable progress during the past year.

As might be expected from its great natural and other advantages, the port of Havre holds its own ground as the "Liverpool of France," and a steady continuance in the wise reforms towards freeing commerce from the trammels which have fettered it, which have been inaugurated of late years, cannot fail to increase its prosperity.

The cessation next year of the differential duties on foreign shipping cannot but be of benefit to British shipowners, who will be able to secure some portion of the cotton trade from the United States, and of the carrying trade of coffee and hides from South America. In connection with this latter, I cannot help thinking that an advantageous opening will present itself for a line of auxiliary steamers from this port to the Brazils or Buenos Ayres. In spite of all the appeals I have made to one authority after another, appeals supported by official statistics of the rules in force in Great Britain and their results, the cruel (for it is impossible to call it by any other name) prohibition of fires and cooking on board ships in the port of Havre still exists. The amount of injury and demoralization which this prohibition, a relic of a bygone age of indifference to the suffering and well-being of others, entails upon British seamen, can only be known by those who, like myself, are brought into constant contact with its pernicious effects. The prohibition, which affects foreign seamen exclusively, is foolish from every point of view. It increases the danger it seeks to avoid, since men, half frozen with cold and wet, will have concealed fires in dangerous places, and while a fire is forbidden on board a sailing vessel reeking with damp, a steamer lying in the same basin is allowed to have them! It is only at Havre that this prohibition now exists. By a new set of Port Regulations for "all France," cooking and fires on board ships are allowed, and these regulations are in force at Rouen, Honfleur, and Caen. By Article 19 of the New Regulations this permission is established, but Article 41 goes on to state that it can be modified at certain ports in accordance with the opinion of the Chamber of Commerce, and with the previous sanction of the Minister. For this reason it must be supposed that a prohibition unknown in Great Britain or the United States still exists, but it is to be hoped that the Minister of Commerce, who has summarily rejected a petition from certain persons at Honfleur for the abrogation of the permission, will insist on these Regulations, which have been carefully drawn up by a Commission appointed for the purpose, being carried out here.

The Quarantine Regulations are in some points very severe. Two cases occurred last year of British vessels arriving perfectly free from sickness, after having been four months at sea, and being put in three days' quarantine for not having brought bills of health from the port whence they came.

The repeated and legitimate complaints made by our shipmasters respecting the almost invariable deficiencies in their cargoes as weighed out here, in opposition to the amounts borne on the bills of lading, has so lately formed the subject of a special Report from me to the Government

that I need not enlarge upon it again. These deficiencies will never cease as long as the present system of weighing in small quantities by irresponsible persons is carried on. The Chamber of Commerce, to whom I have addressed several communications, will not, however, admit this, and profess to be unable to suggest any remedy for a state of things which they fully acknowledge the existence of. I can, therefore, only repeat to masters of vessels the advice I gave them in my special Report of December 26th, 1867: Stipulate that "quantity" and "weight" (and in the case of grain "condition") "unknown" be inserted in your bills of lading; or, if you cannot get this allowed, sign them under protest. If laden with grain, remember you are in the home, not coasting trade; that your vessel must be properly dunnaged, and that you must keep a log, carefully inserting therein all record of bad weather or accidents, and be sure to note your protest on arrival. Ask your merchant if he will take your cargo as per bills of lading, and, if he refuses, insist upon every basket being weighed, and be very careful to closely watch the operation. Strict attention to these points, and refusal of all scales requiring adjustment by stones, would go far to remedy a state of things which does so much injury to our shipmasters. Complaints are frequently made by British shipmasters of the high charges they have to pay at this port, and I have, therefore, considered it might be of interest to subjoin a bill of expenses which two ships would respectively have to pay coming from Great Britain and Bombay, laden the one with coal, the other with cotton:—

"The British vessel ———, of 300 tons register, from the United Kingdom, laden with coals, to ———, shipbroker." Dr.

	fr.	cts.
Board of Health, 10 centimes per ton	30	0
Haulers into dock (about)	15	0
Bridge-men	7	20
Pilotage in	79	20
Help boat in	12	0
Dock dues, 45 c.; salvage dues, 5 c. and 20 per cent.	153	0
Clearance	2	0
Pilotage out in ballast	26	40
Help boat out	9	0
Haulers out of the docks	8	40
Stamps, printing, &c.	5	0
Brokerage, per ton of 1,000 kilos. delivered	0	50

If the vessel brings general cargo, her expenses will be increased by the following items:—

	fr.	cts.
Protest at the Tribunal of Commerce	11	25
Surveyors on the cargo (about)	50	0
Dock dues, 75 c. per ton; salvage dues, 5 c. and 20 per cent.; clearance, 2 fr.; making 245 fr. as against 153 fr.	92	0

"The British vessel ———, of 500 tons register, from Bombay, laden with cotton, to ———, shipbroker." Dr.

	fr.	cts.
Protest at the Tribunal of Commerce	11	25
Surveyors on the cargo (about)	80	0
Board of Health, 15 c. per ton	75	0
Haulers into docks (about)	28	0
Bridge-men	7	20
Pilotage in	263	90
Help boat in	15	0
Dock dues, 75 c. a ton; Salvage ditto and clearance	407	0
Pilotage out in ballast	44	0
Help boat out	30	0
Haulers out of the docks	19	0
Stamps, printing, &c.	12	0
Brokerage in, per ton of 600 kilos. delivered	0	75

The price of ballast varies from 1 franc 78 cents. to 7 francs the cubic metre.

The two prominent charges in these accounts are the dock dues and the brokerage. The former were granted to the town of Havre from the 1st of January, 1855, to be applied to the repayment of a loan contracted for the improvement of the port. It is very uncertain when the period for their abolition or reduction will arrive. They produced last year 674,020 francs 33 cents. The question of brokerage in French ports has, with great reason, given rise to considerable discussion and dissatisfaction amongst British shipowners, who complain of the heavy charge levied on their vessels making regular voyages from Great Britain to France, particularly as the services tendered are of a comparatively trifling nature. It is a mistake, however, to suppose that the employment of a broker is compulsory on the shipmaster. It is only so to a limited extent. Having carefully looked into the matter, I wrote an official letter to the Director of the Customs here, in which I put forth my view of the law on the subject, and requested him to inform me whether I was correct in my deductions. He replied that I was so. The law, therefore, as understood by that functionary and myself is to this effect :—

That a master of a British vessel, speaking and writing French, can do all his business at the Custom-house without a broker.

That the manifest of a Captain speaking French, though written by another person, is receivable at the Custom-house without the intervention of a broker, as long as he, the Captain, signs and presents it in person.

That for all that concerns the business of the ship, the owner, charterer, or sole consignee, can be represented at the Custom-house by a shipping clerk ; and that it is only when disputes arise, and cases are carried before the Law Courts, that a Captain is obliged to avail himself of the services of a broker for the translation of documents.

If we are correct in this interpretation of the law, and I see no reason to doubt it, it only remains for owners of vessels making regular voyages to French ports to insist on the consignees doing the ship's business. It is to be expected that the brokers will make a great opposition at the outset. They have paid a considerable sum for their privilege, and are of course not disposed to relinquish its advantages without a compensation. I do not know how far they may refuse to receive our reading of the law, but I am aware that they claim that by "sole consignee" is meant the consignee of the cargo. I, however, hold that it means of the ship, since the vessel, not the cargo, pays the brokerage.

The Captain of a steamer making about 24 trips a-year to this port, with, on an average, 900 tons of coal, has for some months dispensed with the services of a broker, thereby effecting a saving to the owners of about 430*l.* a-year.

I am not opposed to the principle, within bounds, of brokers and brokerage. I believe they are often of great assistance to shipmasters, but they cease to be an aid to commerce just as soon as they begin to be a hinderance to it, and compulsory brokerage, like all monopolies, is undoubtedly a clog on trade. Were brokerage free, there would not be the complaints so frequently made by masters of vessels of the little assistance they receive from their brokers, or of these latter siding with the merchants against the vessel, and it is highly important in the interest of all parties that the question, of whether it is, or is not, compulsory, should be definitively settled.

As things are at present, it is of no use for our shipowners to have clauses inserted in their charter-parties, since they are liable to have them rejected here, as being in opposition to the rules and laws of the

port. A ship arrived last year from Bombay with the following clause in her charter-party: "The vessel to be consigned at Havre to charterer's agents, paying them a commission of 2 per cent. for doing ship's business, and clearing at the Custom-house." Nothing could be clearer than this stipulation, yet the consignees refused to pay the brokerage. The Captain asked my advice on the subject. I told him I thought it useless for him to take the case before the Tribunal of Commerce, since it would most probably be decided against him there, and the sum involved being under the limit, he would have no right of appeal. The point was, therefore, submitted to two arbitrators (merchants), who decided against the vessel, on the ground that the law only allowed the sworn brokers to do the ship's business at the Custom-house. As I have shown above, this decision, according to the opinion held by the Director of Customs and myself, is founded on an error, but it proves how very unsatisfactory is the present condition of affairs.

With the increase of steam, a very great improvement is seen in the character of the masters of steamers, who, as a general rule, are a body of highly intelligent, respectable men. So also are very many of the Captains of sailing ships; but there are, on the other hand, a few masters of small vessels who, by their conduct in foreign ports, bring disgrace on their fellow Captains and countrymen, and it would be well if more notice of it were taken at home. There is also a considerable amount of ignorance as to the duties required by the law to be observed by vessels in "home trade." Some having no articles of agreement whatever, some coasting trade articles, others no official or other logs, and some being under the impression that they can discharge or ship their men without bringing them up to the consulates.

Great complaints have been made by seamen discharged here that the foreign discharges (C. No. 11), having no place for the man's character to be inserted, are of little use to them when seeking another ship. It is true many captains will write across the discharges the man's character and ability, but it would be far better a regular blank should be left for their insertion.

Seamen's Money Orders.

This highly useful institution appears to work its way steadily on into favour, as its advantages become more widely known to the men for whose benefit it was established. A few are still found who, with the suspiciousness of their class, a feeling very naturally fostered by the tricks and frauds of the sharks who are always lying in wait for them, look on it as some sort of a scheme for getting their money away from them, but their number is very few and decreasing. The merits of the system are twofold. Not only does it save the men from losing their money by actual robbery, but it encourages thrift, by preventing their recklessly squandering it when they come off a long voyage. The two following cases, which occurred amongst others here last year, will illustrate what I mean:—A sailor was paid off, receiving about 21*l.* He took a money order for 12*l.*, and kept the balance in his pocket. He went on board the Southampton boat at nine o'clock, and finding she was not going till 11·30 P.M., "stepped on shore," leaving his things on the boat. Some one asked him to "take a drink," and he awoke the next morning to find himself on his back in the street, his clothes gone in the boat, and his money stolen. The money order, however, being of no use to the thief, was left in his pocket.

In another case a man had taken a money order for 6*l.*, and kept 15*l.* in his pocket. He came the next day to ask my aid, having spent the whole of the 15*l.*, and he owned he should have spent the other 6*l.* had

he had it. These are two cases out of several that I know of, and it is therefore gratifying to be able to report that 273 money orders, for over 3,700*l.*, were issued at this Consulate in the course of last year.

The following Table shows the entry and clearance of vessels at Havre during 1867-66-65 :—

Havre.	1867.			1866.			1865.		
	No.	Tons.	Crews.	No.	Tons.	Crews.	No.	Tons.	Crews.
French Vessels Entered ...	918	322,030	17,301	859	294,135	15,906	800	249,131	14,726
,, Cleared ...	793	287,064	15,736	782	272,187	15,025	727	228,994	14,186
British Vessels Entered ...	1,287	402,134	21,825	1,175	278,940	18,935	1,024	287,700	14,859
,, Cleared ...	1,278	397,382	21,641	1,184	380,715	19,006	1,024	287,944	14,839
All other Foreign Vessels Entered	699	267,535	9,312	573	172,111	12,690	519	116,004	6,309
,, ,, Cleared ...	661	258,959	8,792	511	155,611	7,791	435	99,394	5,159
Coasting Vessels Entered .	2,988	244,928	17,974	3,129	249,230	19,646	3,272	255,837	20,546
,, Cleared...	3,134	277,829	19,175	3,227	274,918	20,549	3,313	274,345	21,213

Of the 918 French vessels that entered the port in 1867, 198 were steamers of 94,101 tons, against 193, of 84,314 tons in 1866.

The foregoing Table is a good answer to those who are daily prophesying the inevitable decadence of the French mercantile marine, owing to the more liberal commercial policy inaugurated of late years. The decrease in the coasting trade is owing to the competition of the railroads.

The following Table gives the average rates of freight during the past year :—

Place.	Steamers.	Sailing Vessels.
	Per ct.	
London	frs. 20 15	frs. 11 per ton.
Liverpool	,, 20 to 25, & 15	,, 13 ,,
Hamburg	,, 25 25	,, 18 to 20, & 15 per ct.
Rotterdam	,, 10 to 25, & 15	... ...
Martinique and Guadaloupe ...	.. ...	,, 16 to 20, & 10 per ct.
Réunion and Mauritius ...	... ...	,, 35 to 40, & 10 per ct. per cub. metre.
New York	,, 25 to 125, & 10	,, 10 to 25.
Brazil	... ...	,, 45, & 10 per ct. per cub. metre.
Buenos Ayres	... ...	,, ,, ,, ,,
Pacific	... ...	,, 52, & 10 per ct. per cub. metre.

VICE-CONSULATE OF CAEN.

TABLE of British Vessels that Entered and Cleared at the Port of Caen in 1867.

	Number.	Tons.	No. of Crews.
Entered	575	65,693	3,341
Cleared	575	65,811	3,345

The entries show a decrease of 9 vessels, but an increase of 7,593 tons over 1866. Of the number, 38 were steamers.

The imports consisted of coals, iron, rapeseed, cement, pitch, oats, wheat, &c. The exports of flour, barley, stone, and potatoes.

The trade with the Welsh coal ports is on the increase, owing to the manufacture, at Caen, of patent fuel, for which small Welsh coal is required. Considerable quantities of barley have been shipped for England; but owing to the general deficiency of the French crops, the exports of wheat and flour have very much diminished. From September to April about 60,000 kilos. of colza oil are daily manufactured at Caen, and 100,000 kilos. of oil-cake.

Mr. Vice-Consul Perceval further reports that during the past three years the depth of water in the channels at the entrance of Ouistreham has increased by 20 inches, so that vessels of 300 to 400 tons can go up to Caen. A steam-tug is stationed at Ouistreham, and another small one will shortly be provided for the canal.

VICE-CONSULATE OF DIEPPE.

The following Table gives the number of British vessels that have entered and cleared at the Vice-Consulate during the six months Mr. Vice-Consul Rhodes has held the appointment, and the number of passenger steamers for the whole year :—

	Number.	Tons.	No. of Crews.
Entered, 6 months ..	340	69,136	3,139
„ 12 „ ..	690*	156,630	15,180
	1,030	225,766	18,319
Cleared, 6 months ..	320	66,047	3,004
„ 12 „ ..	688*	156,176	15,136
	1,008	222,223	18,140

* Passenger Steamers.

The imports consisted of coals, iron, pitch, cement, machinery, and general goods.

The exports comprised silks, manufactures, wines, brandy, fancy goods, &c.

Mr. Vice-Consul Rhodes reports that, in consequence of the repeated complaints of short delivery of cargoes, he suggested to the Chamber of Commerce of Dieppe the appointment of sworn meters to the weigh-bridges in that town, and that they have accordingly so appointed them, to the satisfaction of all parties.

VICE-CONSULATE OF ROUEN.

TABLE of British Vessels that Entered and Cleared at Rouen during 1867.

	Number.	Tons.	No. of Crews.
Entered	543	104,960	3,883
Cleared	542	104,817	3,878

The above return exhibits an increase over 1866 of 84 vessels, 44,454 tons, and 779 men. The increase in vessels arises chiefly from cargoes of grain and general goods; the great increase in tonnage from the number of steamers. Mr. Vice-Consul Herring reports last year to have been one of the most disastrous ever known at Rouen, and there were numerous failures amongst the spinners and manufacturers. Algeria takes, on an average, about 30,000,000 francs of cotton goods of Rouen every year, but owing to the failure of the grain-crops in the Colony, it cannot have taken more than one-fourth of that amount in 1867.

VICE-CONSULATE OF HONFLEUR, COMPRISING THE PORTS OF HONFLEUR, TROUVILLE, AND PONTAUDEMER.

TABLE of British Vessels that Entered and Cleared at the above Ports.

	Number.	Tons.	No. of Crews.
Entered	443	57,880	2,714
„ (Passenger Steamers)	441	54,436	2,477
	884	112,316	9,191
Cleared	438	57,047	2,679
„ (Passenger Steamers)	441	54,436	6,477
	879	111,483	9,156

Mr. Vice-Consul Wagner states that the steamers from Honfleur to Southampton and Littlehampton, though nominally passenger steamers, can hardly be considered as such, as they seldom have any passengers, but carry large quantities of grain, cattle, salted and fresh butter, poultry, eggs, fruit, and vegetables, sent forward from as far down as Brittany.

The imports consisted of coal, iron, cement, oats, and rapeseed.

The exports consisted principally of agricultural produce.

Fires and cooking on board vessels are now allowed at Honfleur.

39 vessels, of 2,648 tons, went to Pontaudemer. Mr. Vice-Consul Wagner reports that the navigation of the river Rille is very dangerous, 3 British, and 3 or 4 French vessels, having been stranded in the river during the last 15 months. Mr. Wagner advises shipmasters to charter for Pontaudemer at a sufficiently high rate to allow of their being able to insure the amount of their freight in case of the vessels stranding before arriving at their destination.

CONSULAR AGENCY OF FECAMP.

TABLE of Entries of British Vessels at Fécamp.

	Number.	Tons.	No. of Crews.
Entered	163	about 24,000	1,002

Consular Agent Brandon reports that extensive works will shortly be commenced at Fécamp, it being the "intention" of the French Government to make Fécamp a port of refuge.

GROSS Amount of Entries of British Shipping in the Consular District of Havre during the years 1867-66.

	1867.			1866.		
	Number.	Tonnage.	Crews.	Number.	Tonnage.	Crews.
Havre	1,075	351,102	15,889	895	294,940	12,775
Caen	575	65,693	3,341	584	58,100	3,378
Dieppe*	340	69,136	3,139	715†	157,451	6,994
Rouen	543	104,960	3,883	459	60,506	3,054
Honfleur	884	112,316	9,191	744	110,168	8,729
Fécamp	163	23,000	1,002	166	23,167	911
	3,580	726,207	36,445	3,563	704,332	35,841

* 6 months. † 12 months.

The above Table, in which the passenger steamers at Havre and Dieppe are not included, and which comprises only six months entries of ships at the latter port, shows a favourable return for 1867, as compared with 1866.

TRADE AND COMMERCE.

As I have before remarked, the steady fall in the price of cotton, coupled with a deficient harvest, and the general state of stagnation and uneasiness prevailing in all countries, had their necessary depressing effects on the trade of Havre, and at one period a perfect panic prevailed in mercantile circles. Havre is a very cosmopolitan town; and its merchants, from their connection with cotton, and its exciting influence, have a greater amount of dash about them than is usually found in France.

The subjoined Table of the duties received by the Custom-house shows the falling off in trade:—

	1867.	1866.
	francs.	francs.
Customs	15,990,901	18,429,989
Tonnage	111,617	890,636
Total	16,102,518	19,320,625

TABLE of Imports in 1867-66.

Articles.	1867.	1866.	Increase.	Decrease.
Sugar .. .. kilos.	22,696,919	20,420,926	2,275,993	..
Coffee .. .. „	12,321,554	12,565,935	..	244,381
Coal .. .. „	156,619,658	141,951,048	14,668,610	..
Iron .. .. „	4,033,845	2,608,962	1,424,883	..
Lead .. .. „	9,058,123	7,210,080	1,848,043	..
Guano .. .. „	42,549,749	22,554,854	19,994,895	..
Rice .. .. „	2,680,267	3,121,512	..	441,251
Hides .. .. „	22,835,054	17,081,721	5,753,333	..
Wheat .. .. „	61,232,900	1,527,900	60,705,000	..
Petroleum, crude „	9,835,138	12,007,345	..	2,172,207
„ refined „	1,612,861	1,156,735	456,126	..
Bitumen .. .. „	3,078,886	1,092,080	1,986,806	..
Cotton, thread .. metres	5,316,674	6,325,029	..	1,008,355

TABLE of Exports in 1867-66.

Articles.	1867.	1866.	Increase.	Decrease.
Silks & ribbons .. kilos.	1,003,051	1,338,653	..	335,602
Woollens .. „	4,683,154	3,135,300	1,547,854	..
Cotton goods .. „	2,069,476	2,285,136	..	215,660
Millinery.. .. francs	5,376,786	6,235,908	..	859,122
Hosiery .. .. kilos.	3,496,382	4,348,223	..	851,841
China .. .. „	2,709,728	3,626,483	..	916,755
White paper .. „	2,392,864	2,367,945	24,919	..
Wine .. .. litres	6,825,669	7,143,044	..	317,375
Eggs .. .. kilos.	2,670,573	2,497,856	172,717	..
Potatoes .. .. „	8,422,998	5,899,362	2,523,636	..
Rags .. .. „	601,411	462,856	138,555	..
Flour .. .. „	291,400	31,987,500	..	31,496,100
Salt butter .. „	3,210,505	3,616,989	..	456,484

TABLE of Stocks in Bond on 31st December, 1867-66.

Articles.	1867.	1866.	Increase.	Decrease.
Sugar .. .. kilos.	1,088,726	6,671,828	..	5,583,102
Coffee .. .. „	6,853,920	7,104,690	..	250,770
Iron .. .. „	297,833	570,981	..	273,148
Wool .. .. „	185,363	13,067	172,296	..
Hides .. .. „	80,934	765,264	..	684,330
Cotton .. .. „	164,365	416,603	..	252,238
Wheat .. .. „	4,825,919	515,598	4,310,321	..
Coal .. .. „	24,769,641	19,786,087	4,983,554	..

The following Table shows the amounts exported to Great Britain in 1867-66 :—

Articles.	1867.	1866.	Increase.	Decrease.
Silks & ribbons .. kilos.	504,870	857,263	..	352,393
Woollens .. „	1,965,339	2,489,079	..	532,740
Cottons .. .. „	384,939	483,171	..	98,232
Millinery .. francs	2,328,986	3,331,082	..	1,002,096
Hosiery .. .. kilos.	1,464,675	2,155,681	..	691,096
China .. .. „	245,543	292,146	..	46,603
Paper .. .. „	384,967	651,276	..	266,309
Wine .. .. litres	1,862,219	175,091	1,687,128	..
Eggs .. .. kilos.	2,644,885	2,491,759	153,126	..
Potatoes .. .. „	2,470,983	524,081	1,946,902	..
Rags .. .. „	536,079	455,742	80,337	..

Cotton.

The arrivals of cotton during the past year at Havre fell off 122,000 bales; but the deliveries having slightly exceeded those of 1866, the large stock which existed at the commencement of the year was considerably reduced.

The following Table shows the movement in the article at this and other ports in France during 1861, 1864, 1866, and 1867:—

TABLE of the Importations, Deliveries, and Stocks in 1861 and 1864.

STOCKS, 1st JANUARY.	1861.						1864.					
	United States.	Brazil.	Egypt.	Other.	Total.		United States.	Brazil.	Egypt.	Other.	Total.	
Havre .. .. bales	99,685	..	..	5,335	105,020		3,257	88	30	24,885	28,260	
Marseilles .. .. „	..	..	906	6,358	7,264		..	..	1,014	3,578	4,592	
Bordeaux, Nantes .. „	125	..	..	16	141		..	..	..	..	..	
Total	99,810	..	906	11,709		112,425	3,257	88	1,044	28,463		32,852
ARRIVALS.												
Havre .. .. bales	516,110	922	606	40,112	557,750		4,628	27,054	12,968	225,770	270,420	
Marseilles .. .. „	263	..	36,105	14,347	50,733		112	550	69,553	103,494	175,709	
Bordeaux, Nantes .. „	4,337	..	3,051	8,729	16,117	624,600	..	1,897	..	14,854	16,751	460,880
Total	520,750	922	39,760	63,188		737,025	4,740	29,501	82,521	344,118		493,732
DELIVERIES.												
Havre .. .. bales	484,798	922	606	38,494	524,820		7,616	25,497	12,511	201,916	247,540	
Marseilles .. .. „	283	..	36,103	19,322	55,709		112	550	69,317	101,882	171,870	
Bordeaux, Nantes .. „	4.462	..	2,944	8,745	16,151		..	1,747	..	10,954	12,701	
Total	489,543	922	39,654	66,561		596,680	7,728	27,794	81,828	314,752		432,10
STOCKS, 31st JANUARY.												
Havre .. .. bales	130,997	..	..	6,953	137,950		269	1,645	487	48,739	51,140	
Marseilles .. .. „	..	..	905	1,303	2,288		..	..	1,250	5,190	6,440	
Bordeaux, Nantes .. „	..	..	107	..	107		..	150	..	3,900	4,050	
Total	130,997	..	1,012	8,336		140,345	269	1,795	1,737	57,829		60,630

TABLE of the Importation, Deliveries, and Stocks in 1866 and 1867.

STOCKS, 1st JANUARY.	1866.						1867.					
	United. States.	Brazil.	Egypt.	Other.	Total.		United States.	Brazil.	Egypt.	Other.	Total.	
Havre .. .. bales	8,250	4,621	50	21,359	34,280		46,411	11,890	..	41,444	99,745	
Marseilles .. .. „	..	..	215	5,683	5,898		..	330	2,182	7,508	10,020	
Bordeaux, Nantes .. „	..	..	..	52	52		990	1,310	..	7,385	9,685	
Total	8,250	4,621	265	27,094		44,230	47,401	13,530	2,182	56,337		119,450
ARRIVALS.												
Havre, Bales .. bales	215,902	56,649	1,320	261,645	535,516		184,215	47,027	150	182,093	413,485	
Marseilles .. .. „	80	4,189	38,171	92,841	135,281		474	1,626	25,150	85,570	112,820	
Bordeaux, Nantes .. „	1,557	2,873	..	14,663	19,093	689,890	995	1,193	..	21,047	23,235	
Total	217,539	63,711	39,491	369,149		730,120	185,684	49,846	25,336	288,710		668,990
DELIVERIES.												
Havre, Bales .. bales	177,741	49,380	1,370	241,560	470,051		220,646	49,857	100	202,002	472,605	
Marseilles .. .. „	10	3,859	36,204	91,016	131,159		474	1,216	25,236	85,379	112,305	
Bordeaux, Nantes .. „	567	1,563	..	7,330	9,460		1,775	1,678	..	17,377	21,030	
Total	178,388	54,802	37,574	339,996		610,670	222,895	52,751	25,336	304,958		605,940
STOCKS, 31st JANUARY.												
Havre .. .. bales	46,411	11,890	..	41,444	99,745		9,980	9,060	50	21,535	40,625	
Marseilles .. .. „	..	330	2,182	7,508	10,020		..	740	2,096	7,699	10,535	
Bordeaux, Nantes .. „	993	1,310	..	7,385	9,615		210	825	..	10,855	11,890	
Total	47,401	10,530	2,182	56,337	..	119,450	..	..	..	..		63,050

Arrivals, Deliveries, and Stocks (on the 31st December) of Cotton at Havre during the last 10 years.

	Arrivals.	Deliveries.	Stocks.
1867	413,485	472,605	40,625
1866	535,515	470,050	99,745
1865	295,630	312,490	34,280
1864	270,420	247,540	51,140
1863	213,715	242,240	28,260
1862	171,370	252,535	56,785
1861	557,750	524,820	137,950
1860	632,195	575,305	105,020
1859	388,190	479,750	45,130
1858	521,168	467,078	136,690

As the term of 10 years, for which the Treaty of Commerce between France and Great Britain was concluded, will soon come to an end, it behoves our Chambers of Commerce, manufacturers, and shipowners, to be up and stirring. Already the Protectionist party is preparing for the conflict, and will leave no stone unturned in their endeavour to get a reversal of the present commercial policy. The Chamber of Commerce of Havre, in reply to a letter received by them from the Chamber of Commerce of Rouen, inquiring their opinion as to the causes of the commercial crisis prevailing, instance "others peculiar to our country," namely, "the abuse of Treaties of Commerce, by which industry and trade are suddenly, and without previous inquiry of the natural representatives, deprived of the guarantees, already small, left by laws too often modified."

Agriculture.

The harvest throughout France having proved very deficient, large importations of wheat and oats have, and are still taking place.

The price of wheat ranged from 52*s*. 11*d*. to 65*s*. 1*d*., that of oats from 31*s*. 1*d*. to 38*s*. 2*d*., per imperial quarter.

General Remarks.

Owing to the very high price of provisions, and the general slackness of work, very great distress has existed amongst the labouring class. During the past winter several soup kitchens have been erected, and a most capital soup sold to the poor at 1*d*. a quart. Havre is never at any time a cheap place; and the octroi duty, or tax on provisions, &c., amounts to 1,700,000 francs, which, on the population of 74,336 souls, comes to 23 francs a head.

The past year was a healthy one, and the number of births (reversing the order of things in 1866) exceeded that of deaths.

The "International Maritime Exhibition," which will open on the 1st of June, under the immediate patronage of the Emperor and the Prince Imperial, promises to be a most successful affair, and will doubtless attract large numbers of visitors to the town.

Havre, February 15, 1868.

ST. MALO.

Report of Mr. Vice-Consul Monteith on the Trade and Commerce of St. Malo for the Year 1867.

In making a Commercial Report I have the honour to state that shipping and navigation has but little altered.

One line of steamers between Littlehampton and this port has ceased to run. A great falling off in the coasting trade has taken place since the opening of the railway. Trade and commerce show a slight decline in exports and imports to and from England and the Channel Islands.

Under the head of Agriculture I have to report a deficient harvest of grain crops and potatoes.

Public Works.—The floating basin still remains unfinished, and it is not yet decided where the projected coast railway is to pass the river Rance.

St. Malo, February 28, 1868.

GREECE.

EPIRUS.

Report by Mr. Consul R. Stuart on the Trade and Commerce of Epirus for the Year 1867.

THE commerce of Epirus continued to suffer all through the year 1867, from the depressing influences which began to work upon it in the early part of 1866; in addition to which, the apprehensions and excitement produced last winter by hostile movements on the frontier, and frequent incursions into the interior, proved very hurtful to the local trade and industry; while the agricultural interests suffered from a season of unusual heat and drought, which lasted, with few intermissions, from April to August.

Cereals—namely, wheat, barley, oats, rye, and Indian corn—yielded only half the average returns, and the grain was in general poor and small.

Tobacco was likewise short by more than a half; the leaf was stunted, and, from being forced to an early maturity without sufficient moisture, was harsh and acrid when dried. I may here mention that the present excise of 12 piastres an oke ($9\frac{1}{2}d.$ per lb.) on home-grown tobacco is to be reduced to 6 piastres an oke, at the expiration of the current financial year.

Olives shared in the general deficiency. The fruit was scanty, the pulp ill developed, and the yield of oil short in proportion. The oil, however, found a ready sale at 9 piastres an oke, equal to about 2*s.* 6*d.* a gallon, being an advance of 20 per cent. on the price obtained in 1866.

Wool was in quality comparatively good, and the clip yielded a fair average of about 1,500,000 okes, equal to 4,125,000 lbs. Some picked lots were sold on the ground at $6\frac{1}{2}d.$ per lb.; the ordinary quality did not fetch more than $4\frac{1}{2}d.$ per lb.

Cheese and butter were short by a third. There was no exportation of these articles, owing to the large purchases of them made by the military contractors.

Cocoons.—The produce was very inconsiderable. Of the little that was gathered, the chief part was sold fresh to Italian agents, at from 25 to 35 piastres an oke, equal to from 1*s.* 9*d.* to 2*s.* 5*d.* per lb. A small quantity of ova was saved, which sold at the rate of 680 piastres an oke, or 44*s.* per lb.

Wine.—The vintage was far short of the average, and the yield of wine and raki was small in proportion. Some kinds of fruit succeeded pretty well on the low grounds in the coast districts. As the inhabitants of this country eat fruit in large quantities, they attach almost as much importance to the harvest of fruit as to that of grain.

Cotton.—In the early part of the year preparations for cotton-growing were made to an extent far exceeding that of 1866. The results, however, owing to the unpropitious season, were very discouraging. This, combined with the low prices obtained for the produce, will, it is to be feared, injure the credit which the cultivation of cotton was here gaining, and impair the confidence which all classes were beginning to place in it as an unfailing source of profit.

The operations in 1866 and 1867 were as follows :—

1866.			1867.		
Acres.	Produce.	Value.	Acres.	Produce.	Value.
1,200	lbs. 962,500	£ 8,020	2,800	lbs. 220,000	£ 1,600

From this it appears that while in 1866 the produce was on an average 802 lbs. per acre, and the gross receipts 6*l.* 14*s.*, the figures in 1867 were, for the produce, 80 lbs., and for the receipts 11*s.* 6*d.* The raw cotton was sold on the ground at $1\frac{3}{4}d.$ per lb., being $\frac{1}{4}d.$ per lb. less than the price of 1866. The clean fetched $7\frac{1}{4}d.$, against $9d.$ in 1866. The seed used was that saved from the preceding year's growth, with the exception of a trial, made at Prevesa, with some seed direct from New Orleans, and which yielded twice the quantity per acre obtained from the other. Cotton cultivation was begun in this country with Egyptian and Macedonian seed, and was continued with seed obtained from the successive crops. Should it be persevered in, one may hope that the superiority of seed direct from New Orleans will not be lost sight of.

There are now 12 gins of European make in this province, viz., 9 at Arta and 3 at Prevesa, 8 having been imported last spring.

The import trade throughout the year was confined to indispensable commodities, such as coffee, sugar, cloth, leather, calicoes, iron, &c., the consumption of which varies little from year to year ; and the orders were in most cases calculated on the prospective requirements of short periods. Speculative dealings have almost wholly ceased since 1865 ; and business, except perhaps in a few favoured cases, can now be done only for cash.

Provisions, of native produce, continue to rise in price. This is in part owing to the large requisitions of the Commissariat, and no doubt in part to the increasing burdens of the producers.

Failures in business have this last year been more than usually frequent. In this country, however, bankruptcy is but too often liable to the suspicion of fraud—an evil which is but slightly censured by the public opinion, while it is to no small extent encouraged by the facility with which certificates are granted.

Under the head of public works there is nothing to report. On the other hand, the rivers, swollen by the winter rains, have done much damage, sweeping away bridges, and otherwise adding to the previous difficulties of inland communication.

The provinces of Thessaly and Epirus were last year united into one administrative division, of which Janina is the capital. The new organization, including a reformed system of judicature, has not yet been quite completed.

From and after the 13th of March next, the weights and measures of Constantinople are to be introduced here, and those now in use are to be abolished.

Janina, February 4, 1868.

HANSE TOWNS.

BREMERHAVEN AND GEESTEMUNDE.

Report by Mr. Vice-Consul M. Schwoon on the Trade and Commerce of Bremerhaven, for the Year 1867.

Shipping and Navigation.

The ship-building during this year has again been considerable, although the carpenters made a strike for about six months, after which time they returned to their work at the same rate of wages and same conditions as before. The wages are 60 grots, or 2*s.* 6*d.* per day. There have been built in the ports on the Weser, chiefly for Bremen, 17 vessels, of the burden of 7,113 lasts; three steamships built in England, 4,913 lasts; seven vessels were bought, 2,218 lasts; making a total of 14,244 lasts; there have been sold and lost 32 vessels, 8,402½ lasts. The number of Bremen vessels on the 1st of January, 1868, amounts to 288 vessels of the burden of 118,340 lasts, of which are 18 iron steamships, 55 ships, 154 barks, 28 brigs, 33 schooner barks and schooner.

Comparison of Bremen vessels during the last five years:—

	Vessel.	Tonnage.	Average Tonnage.
			lasts.
1868.. ..	288	118,340	411
1867.. ..	293	112,497½	384
1866.. ..	295	110,234½	374
1865.. ..	303	105,281	347½
1864.. ..	307	104,881	342

One rye last is 4,000 lbs., 2,032 lbs. equal to 1 ton English.

The number of Prussian vessels on the Weser amounts to 60, of the burden of 10,684½ lasts, and of Oldenburg, 190 vessels, of the burden of 26,863 lasts.

The emigration from this port during the last year has been larger than in the years before, and amounts to 74,126 persons, of whom—

37,151	to New York	.. in	67	steam-ships.
20,731	„ „	.. „	76	sailing-vessels.
8,883	„ Baltimore	.. „	31	„
623	„ Philadelphia	.. „	4	„
2,953	„ Quebec ..	.. „	8	„
1,761	„ Galveston	.. „	10	„
1,842	„ New Orleans	.. „	11	„
146	„ Charleston (S.C.)	„	1	„
36	„ Buenos Ayres ..	„	3	„

Comparison of emigration during the last five years:—

1867	74,126	persons in	211 vessels.
1866	62,254	„	167 „
1865	44,181	„	128 „
1864	27,486	„	87 „
1863	18,022	„	85 „

Ships that convey less than 12 passengers are not under the emigration laws.

The number of vessels arrived in 1867 amounts to 3,108, of 449,378 lasts; 2,573, of 190,686 lasts, from ports in Europe; 535, of 258,692 lasts, from Transatlantic ports.

	Vessels.	Tonnage.
		lasts.
British	163	34,421
Bremen	599	243,126
Danish	20	2,215
French	11	2,214
Hamburg	67	9,212
Hawai	1	314
Dutch	350	20,261
Italian	12	3,537
Lübeck	1	127
Mecklenburg	13	1,710
North America	36	39,486
Norwegian	36	6,680
Austrian	4	688
Oldenburg..	371	25,796
Prussian	1,371	49,805
Swedish	22	3,374
Spanish	20	2,399
Russian	11	4,013
Total	3,108	449,378

Arrived from.	Vessels.	Tonnage.
		lasts.
Great Britain	347	81,371
Prussia	812	17,472
Oldenburg..	320	7,189
North-Sea Fishery	129	4,927
Heligoland	42	286
Hamburg	227	13,980
Lübeck	1	21
Mecklenburg	6	131
Russia	223	32,753
Sweden	43	2,786
Norway	192	9,758
Denmark	8	221
Holland	133	9,249
Belgium	17	1,301
France	26	4,977
Spain	20	1,944
Portugal	14	1,161
Italy	8	638
Austria	2	160
Greek	3	361
Greenland..	4	1,023
British North America	1	360
New Bedford	2	313
New York..	155	157,957
Philadelphia	25	10,913
Baltimore	32	13,896
Richmond (V.G.)..	3	1,453
Charleston (S.C.)	1	439
Savannah	5	1,544
Mobile	1	170
New Orleans	10	3,653
Galveston	9	2,506
Mexico	4	710
Central America	3	688

Arrived from.	Vessels.	Tonnage.
		lasts.
New Granada	44	5,288
Peru	1	167
Buenos Ayres	2	220
Brazil	61	10,228
Venezuela	5	573
Cuba	55	10,605
Jamaica	11	1,357
Hayti	2	372
Porto Rico	16	1,903
St. Thomas	5	795
Canary Islands	2	249
Asiatic Turkey	1	111
British East India	17	7,669
Birma	50	21,525
Dutch East India	2	1,004
China	1	227
Sandwich Islands	1	314
Africa (West Coast)	4	460
Total	3,108	449,378

Trade and Commerce.

After the war in 1866, and in the expectation that peace will be preserved, the trade begins to improve. The chief articles imported at Bremerhaven and Geestemünde during the past year ending the 31st December, may be computed as follows:—

Cotton and Cotton Ware.—About 70,000 lbs., chiefly British.

Salt.—Fine and common, 800 tons, from England, Portugal, and interior.

Coals and Cinders.—60,000 tons, of which 15,000 tons from England, and 45,000 tons from interior of Germany.

Bar and Hoop Iron, Iron of all descriptions, and Machinery.—About 2,000 tons, chiefly British, each quantity not ascertainable.

Coffee.—About 160,000 lbs. from Bremen, Holland, and Hamburg.

Sugar and Molasses.—150,000 lbs. from Bremen and interior.

Rice.—2,500,000 lbs. from England and Bremen.

Wine and Spirits.—15,000 gallons from Holland and Bremen.

Yellow Metal.—500 tons from England.

Deals, Planks, and Timber.—A great quantity from the Baltic, Norway, and Canada; particulars not ascertainable.

Petroleum.—208,675 barrels from the United States of America.

The export articles have hitherto been very small, only a small quantity of corn has been shipped to England; but the export of cattle, chiefly from the lower part of the country, and partly from the interior, is increasing, and amounts to 5,500 heads, and about 800 sheep, all for England. The export of beet-sugar to England is not so large as the year before, and may amount to about 500 tons.

The Greenland fishery, in which four vessels were employed, has not been successful. Three companies have been established for the North Sea Fishery, in which 21 vessels are employed.

Agriculture.

Not much can be said under this head, as there is hardly any agriculture in this district. The crops in the lower part of the province, consisting of rye, wheat, oats, barley, beans, and potatoes, have only been middling.

Population and Industries.

The population of Bremerhaven and Geestemünde amounts to upwards of 14,000, and is increasing. The greater part of the people are employed in the commercial way and in ship-building.

Public Works.

Three large docks and five dry docks are now completed, and a large crane has been erected. Vessels of large tonnage and up to a draft of 22 feet may enter with safety, even in the midst of winter; powerful tow-boats are always ready for service at moderate charges. The dock dues are very low, only threepence per last per month.

General Remarks.

There is nothing further of importance to remark for the last year,

Bremerhaven and Geestemünde, February 12, 1868.

LUBECK.

Report of Mr. Vice-Consul W. H. Behncke on the Trade and Commerce of Lubeck for the Year 1867.

The instability of the political situation had, in the year 1867, an alarming and discouraging effect upon trade and commerce. To this may be added the high prices of all sorts of grain and provisions, which were partly caused by the insufficiency of the produce of former years, and partly by that of the corn harvest of last year. All this had a very disadvantageous effect upon the commerce and trade of Lubeck last year, particularly the export trade to North Sweden and Finland, with which places, the crops of the preceding years having been insufficient, and that of the year 1867 a total failure, it was reduced to the narrowest limits. It is therefore not surprising that the commerce of last year, instead of an increase, shows a decrease, although not an important one.

Shipping and Navigation.—The decrease in the daily steam mail communication between Lubeck and Corsoer, announced in my last year's Report, is the principal cause of a diminution of about 191 vessels, of 27,800 lasts, equal to about 55,600 tons, in the navigation, compared with the year 1866. It appears, viz., that, while the steam-boat communication has decreased in 1867, the sailing vessels arriving in 1866 show an increase of 101 vessels, equal to 7,391 lasts, about 14,800 tons.

In other respects, the steam-boat communication between Lubeck and various ports of the Baltic has not suffered any important change.

The number of vessels arriving in Lubeck carrying the British flag, amounted to 14 vessels of about 3,797 tons, compared with 1866, 11 vessels of about 2,000 tons, and with 1865, 16 vessels of about 2,905 tons.

On the contrary, the number of steam and sailing vessels arriving in 1867, compared with the former years, is as follows :—

	Vessels.	Tons.
1867	1,638*	About 235,600
1866	1,829	„ 290,160
1865	1,765	„ 279,840
1864	1,485	„ 230,840
1863	1,302	„ 183,288

* 117,800 Lasts.

Coasters are not included in the above specification.

Trade and Commerce.—The export trade of Lubeck to the North, particularly to the kingdom of Sweden, and the grand duchy of Finland, has also in the year 1867, not been very profitable. The importation of wares into these countries having already become limited for several years past, in consequence of bad harvests, almost the whole of the crops in North Sweden, Finland, and North Prussia being destroyed by the night frosts in the month of August. The peasants of these parts, instead of being

able to pay off their old debts, were now obliged to require the merchants to sell them corn on credit, so that they might be enabled at least to preserve their lives, and the consequence was that many merchants in North Sweden and Finland were compelled to stop their payments, while on the contrary the wealthy ones of those parts applied the principal part of their capital to purchase corn, this being the only article which promised them any gain. From this it may be seen that the trade with other articles, such as manufactures, ironwares, coffee, sugar, and rice, &c., was very limited, from which cause the merchants of Lubeck suffered very much.

If Lubeck had not been one of the principal markets for the various northern products, such as timber, tar, pitch, Swedish iron, &c., all of which are taken in this city in barter for the articles bought here, the bad effects of failure of the crops would have been much more seriously felt.

For the last seven years the North has been more or less afflicted by unfavourable crops; however, supported by past experience, more propitious weather is expected, which will produce these severely afflicted parts normal crops and happier circumstances in life.

The import of all sorts of timber from the North shows also an increase, although the sales to the interior of Germany have not been on an equal scale, and therefore the stocks in this place are very considerable. Also next year, 1868, great supplies of timber and tar may be expected, as the necessities of the peasants in the North of Sweden and Finland will compel them to a greater production than in ordinary years.

The imports in the year 1867 amounted to about 263,000 dozens of boards and planks, compared with 1866, 231,000 dozens of boards and planks, and with 1865, 189,000 dozens of boards and planks; further, about 105,200 balks and spars, compared with 1866, 75,000 balks and spars, with 1865, 106,000 balks and spars.

The introduction of free trade, and the abolition of all guild compulsions, has produced an important facilitation for communication in this city, although the disastrous effects prophesied by the adherents of the guild system have not yet made their appearance.

The entrance of Lubeck into the North German Union has already called forth some important changes in respect to our state relationships, and will, after it has entered into the North German Tariff Union, still further continue to affect importantly not only those of the state, but also those of private persons.

By the cession of the post and telegraph establishments to the North German Union great benefit has been conferred upon the general communication, while on the contrary this state has by this measure suffered a loss of about 3,000*l.*, or 50,000 marks ct. per annum. Also the military expenses, in spite of a separate convention, have increased considerably, and form an extra expenditure of about 2,418*l.*, or 40,600 marks ct. per annum.

Upon the whole, the deficiency in the income of the state of Lubeck suffered in consequence of its joining the North German Union, amounts, according to the budget for the year 1868, to 5,350*l.* or 89,591·9 marks ct., a sum which, although a considerable one, can be borne during prosperous years. The other deficiency in the income of the state for 1868 arises from the decrease in the proceeds of the railroad, and must not be confounded with the burthens of the North German Union, although this is often the case. One measure, which is of benefit to the merchants of Lubeck, is the abolition of the transit duty in Holstein and Lauenburg, and which, while many articles were free, amounted upon others to one schilling Lubeck currency, or one penny English per 100 lbs. The territory of Holstein was thrown open already in 1867, at the time of its entrance into the above-named Union. The greater number of the traders and artisans of Lubeck, with the exception of the northern export firms, having declared

themselves in favour of the Union, the Common Council, on the 16th September, 1867, laid the matter into the hands of the Senate, and left them to effect junction upon as favourable terms as possible. It is not to be denied that an extensive and free interior of country offers great advantages for communication, and especially for the retail trade, in comparison to the present state of things, where this city is encircled on all sides by duties, and its former customers, in order to avoid the difficulties arising from the Customs, prefer to pay a little more for their articles in the neighbouring small towns, which are already on the territory of the Union. On the other hand the present privilege of being a free port, almost without any duties whatever, is a monopoly, which, once given up, can never be regained. The merchants of this city also being convinced of the fact that the cheapest purchases make sales easy, besides extending their trade, have submitted, or been compelled unwillingly to submit to the necessity of the Union. In every case, trading to the North will in future be rendered more expensive for the merchants by the increase of warehouse rent in the entrepôt, as well as an increase in the number of clerks and other persons employed for carrying on their business, however liberal the terms may be on which the Union is granted. Hitherto very liberal terms have certainly been promised, but whether they will be fulfilled to the same extent, time only can show. The duchy of Lauenburg having entered the Tariff Union on the 5th January, 1868, and paid duty for all the wares they had on hand at the time of their entrance, a similar result is expected in a short time with regard to the two grand duchies of Mecklenburg, after the conclusion of the Austrian and North German Tariff Union, and it is also considered probable that Lubeck and its territory will already in the course of the present year enter the same, also being obliged to pay duty for all wares which they have on hand at the time of their entry, and that provisionally bond warehouses and Custom-houses will be established.

Under the supposition that the trade with the North, in case we obtain liberal duty laws, can be carried on upon its previous extent, it may be expected that the import and transit of wares from Great Britain, particularly manufactures, steel- and ironwares, crockery, colours, chemicals, and coals, &c., will not suffer any important diminution; however, in the trade in some articles with Mecklenburg, Lauenburg, and Lubeck, we fear a decrease.

Agriculture.—The corn harvest of 1867, in our vicinity, and particularly on the coasts of the sea, has turned out only very indifferently, and the real quantity of the grain is less than the quantity of straw produced led us to suppose. This circumstance, together with the small stocks of former years, and the important purchases made by Great Britain, France, Sweden, Finland, and the Baltic provinces of Prussia, caused here as well as elsewhere an enormous rise in the prices, particularly in those of rye and wheat, and it may be supposed that they will also next spring maintain themselves at their present height. The high prices paid to the farmer indemnify him in some measure for the deficiency in the quantity, and he is thereby placed in more easy circumstances than he was some years ago. On the other hand, the high rates of interest of mortgages on farms have kept to their previous high standard, and only on very rare exceptions can it be had at 4 per cent. for first and perfectly safe mortgages; for second mortgages $4\frac{1}{2}$ and even 5 per cent. per annum must be paid. This circumstance exercises a constant pressure on the prices of farms, and although estates have remained pretty stationary in value, yet a rise has not taken place, and in comparison with former years only few sales have been effected. It is very much to be wished that more plentiful harvests may be gathered.

According to what experienced farmers say, the seed crops of this year have not been injured by the sharp winds and snow.

Public Works.—The results of the operation of the Lubeck-Hamburg and Lubeck-Buchen railroads were, according to the statement of the monthly abstracts published for 1867, 430,129 persons and 4,071,358 cwt. of goods, equal to 2,035,680 tons; in 1866, 460,631 persons and 3,282,758 cwt. of goods, equal to 1,641,400 tons; with a total income of 525,442 Prussian dollars, or 78,424*l.*, for 1867, and 489,257 Prussian dollars, or 73,023*l.* for 1866.

In the traffic with goods a considerable rise may be seen; on the contrary, from various reasons the passenger traffic has not been so great. In spite of a by no means unimportant increase of the income in 1867, the dividend to be paid will not exceed 2½ per cent., which arises from the interest of the 5 per cent. priority loan of 700,000 Prussian dollars, or 104,478*l.*, issued on the 1st of January, 1867, being debited to the same year's accounts with a sum of about 35,600 Prussian dollars, or 5,313*l.*, while before they were added to the building fund.

A better rate of interest can only be hoped for very gradually, and indeed only then, when the line receives a new impulse from being extended, partly by the Kleinen-Lubeck, and partly by the Eutin-Lubeck line.

It is reported that the formation of the Eutin-Lubeck line is ensured by the Governments of Prussia, Oldenburg, and Lubeck, each having undertaken to guarantee a third part of the interest of the building fund.

The formation of the Lubeck-Klein railroad has been stopped by the failure of the undertakers J. Barned and Company, and Barned's Banking Company, Liverpool, and since then not resumed. According to the contract made for building the line, concluded with the various Governments concerned therein, the 1,500,000 marks, or about 89,552*l.*, already expended in the undertaking, will be forfeited in all probability; for it is said, that it is the intention of the Governments of Mecklenburg-Schwerin and Lubeck to undertake the completion thereof, and to negotiate about the guaranty of the interest of the building capital, in order that the line may in this manner be thrown open to public communication.

At present nothing is said about the construction of a Lubeck-Travemunde railroad, as in consequence of Lubeck being about to join the North German Union and Tariff Union all works of that description have been deferred.

I take the liberty of adding a list of vessels arriving at, and departing from, the port of Lubeck in the year 1867.

TABLE of Vessels and Coasters Entered and Cleared at Lubeck in the year 1867.

I. Vessels inclusive of Steamers. National Colours.	Entered. No. of Vessels.	Entered. Lasts of 4,000 lbs. metr. Weight.	Cleared. No. of Vessels.	Cleared. Lasts of 4,000 lbs. metr. Weight.
Lubeck	204	17,948	200	17,322
Danish	176	4,970	176	4,970
English	14	2,199	14	2,199
French	2	220	2	220
Hamburg	3	92	4	632
Hanover	5	158	6	192
Mecklenburg	110	10,485	109	10,422
Netherlands	27	1,763	27	1,763
Norwegian	7	621	7	621
Oldenburg	..	..	..	..
Prussian	122	5,612	122	5,355
Russian	248	25,015	247	24,955
Schleswig-Holstein	156	2,942	156	2,944
Swedish	564	45,776	561	45,471
Totals	1,638	117,801	1,631	117,066
Voyages of Steamers beeween Lubeck and				
Neustadt, Fehmern, Kiel	38	1,841	35	1,251
Corsoer	2	250	2	250
Nyborg, Christiania	..	..	..	..
Nykjöbing, Nysted, &c.	52	2,600	52	2,600
Copenhagen	11	1,279	10	1,180
Copenhagen, Malmö	69	5,679	69	5,679
Copenhagen, Gothenburg	128	11,194	128	11,194
Copenhagen, Christiania	..	..	..	..
Malmö	..	..	..	..
Sölvesborg, Carlshamn, Sundsvall	..	..	..	..
Westerwik	10	812	10	812
Norrköping, Stockholm	24	3,219	24	3,219
Stockholm, Calmar Ystad	30	6,517	30	6,517
Stockholm	2	255	1	115
Gefle	1	106	1	106
Umea	1	186	1	186
Haparanda	1	117	1	117
Björneborg, Abo	4	739	4	739
Helsingfors	9	1,288	10	1,428
St. Petersburg	63	8,454	68	8,903
Stettin	1	80	1	234
Reval	2	159	2	159
Riga	35	2,805	34	2,702
Königsberg	1	83	1	162
Rostock	38	2,112	38	2,247
Hull	2	324	..	..
Various Ports	8	1,048	8	1,004
Totals	532	51,144	530	50,804
II. Coasters.				
Under Lubeck Flag	1	29	1	29
„ Foreign „	133	375	133	375
Totals	134	404	134	404

Lubeck, February 10, 1868.

ITALY.

ALESSANDRIA.

Report by Mr. Consul Colnaghi on the Exhibition and Fair of Italian Wines, held at Alessandria in November 1867.

ITALY produces, according to recent statistics,* nearly 29,000,000 hectolitres of wine, a larger quantity than any other country with the exception of France, the yearly produce of which is 45,000,000 hectolitres. On comparing, however, the respective populations and superficial areas of the two countries the produce of France cannot be considered relatively greater than that of Italy, which latter, indeed, is capable of considerable extension.†

It is only since the formation of the kingdom of Italy that the various provinces, long separated by different forms of Government, municipal jealousies, and, above all, the Customs barriers on the frontiers, have acquired opportunities of becoming thoroughly acquainted with each other's produce. Among the first results of the renewal of free intercourse may be cited the exhibition and fair of Italian wines held at Alessandria in November 1867, which, after many difficulties were overcome, and notwithstanding the political crisis through which the country was passing, gave results fully sufficient to encourage the promoters in their efforts to improve the cultivation of the vine and the art of making wine throughout Italy.

Early in 1866 the Local Board of Agriculture (Comizio Agrario) had taken into consideration the possibility of holding a district exhibition of wines at Alessandria, but the war with Austria breaking out in the spring put a stop to further action in the matter. On the conclusion of peace the subject was again brought forward; the proposition gained the hearty support of the local authorities and the Central Government, and was generally so well received that the exhibition, with a competition for prizes, was extended to the entire province, and the fair was open, in

* L'Italie économique en 1867, par le Dr. P. Maestri, Florence, 1867. The production of wine in Italy is thus divided among the different Provinces :—

	Quantity.	Value.
	hectolitres.	francs.
Piedmont and Liguria	3,800,412	136,800,000
Lombardy	1,228,144	46,670,000
Venetia	2,368,045	87,600,000
Emilia	5,013,933	180,500,000
Umbria	1,724,149	58,600,000
The Marches	2,447,421	83,200,000
Tuscany	1,500,000	58,500,000
Neapolitan Provinces	2,101,712	69,400,000
Sicily	8,188,092	311,150,000
Sardinia	508,000	20,320,000
Total	28,879,908	1,052,740,000

1 hectolitre equal to 22·01 imperial gallons.

† Al Giuri destinato per la distribuzione dei Premj nella Esposizione Enologica di Alessandria, in Novembre 1867, da F. de Blasiis (Ex-Ministro dell' Agricoltura, &c.).

addition to wines from all parts of Italy with a special competition among themselves for honourable mentions.

The province of Alessandria, the wines produced in which are at present chiefly under consideration, contains about 4,000 square miles, and is composed of a fertile plain, surrounded by ranges of well cultivated hills, which on one side spring from the Alps, on the other belong to the Appenines. It is rich in corn, fruits, and wine. The province is divided into six districts (circondarj), Acqui, Alessandria, Asti, Casale, Novi Ligure, and Tortona; and the chief town Alessandria, a place of great strength, is well situate in the plain at the junction of the Bormida and the Tanaro, not far from the celebrated battle-field of Marengo.

The hills of the Astigiana, the Upper and Lower Monferrat, the Alessandrino, the Tortonese, and the plain of Marengo, are in great part covered with vines. For 17 years the grapes have suffered considerably from the ravages of the oïdium, less, however, in the district of Casale and in part of that of Alessandria than in the others, an exemption which is chiefly attributed to the method in use of planting the vines "a cavaletto." The plants are set in lines, so as to form a continuous bower, 23 inches in height, and rather more than a yard in breadth. The grapes lying low under this shelter, have been rarely attacked by the disease which has not spared loftier plants growing on the same soil.

The qualities of wines which have the greatest reputation are the white sparkling wines of Canelli (Asti), the only North Italian wines imported into France, and the red wines bearing the names of the grapes of which they are made, Barbera, Grignolino, Nebbiolo, Brachetto, Dolcetto, and Bonarda, which for strength and flavour would, if made with care, hold a middle place between the light wines of France and the stronger products of Spain. There are also several varieties of sweet white wines made from the muscatel and malvoisie grapes, grown in the district of Acqui, which are pleasant to the taste. A considerable quantity of wine from Asti, red and white, chiefly sparkling, is exported to South America (the Argentine Republic, Monte Video, &c.) where large colonies of Italians are established.

The other provinces of Piedmont produce excellent wines, both red and white, made from the same qualities of grapes, among which may be noticed the wines of the district of Alba, Nebbiolo (Barolo), Nerano, Cortese, &c., caluso, a rich white wine of the district of Ivrea, and Gattinara and Campiglione red wines.* Vermouth, a bitter, made with a light white wine mixed with herbs, and for which Turin is celebrated, should hardly be left without mention.

It is not within my province to more than name the wines of Tuscany, of the Neapolitan provinces, and of Sicily, some of which are already well known in England, and others well merit our attention.

The Italian wines received favourable notice at the great Exhibition of London in 1862, and at Dublin in 1864. At the Exhibition of Paris of 1867, owing to unfortunate circumstances, some of the best wines of North Italy were not brought under the notice of the jury.

The soil and climate of Piedmont are well suited to the cultivation of the vine; the qualities of the grapes found in the country are excellent, but these advantages have been hitherto almost neutralized, as far as regards foreign trade, by the careless method in use of making the wine. Every proprietor, it is true, made a small quantity of good wines for his own table, but the great mass of the production, ill-made of unsorted grapes, was generally thick, black, and rough to the taste, which spoilt by keeping, and was unfit to travel. Sweet thick wines, both red and

* The list of good Piedmontese wines is by no means exhausted in this superficial enumeration.

white, were also made of grapes which were allowed to dry for two or three months.

In making wines, however, of the above description, the growers met the taste of their customers who appreciated only new wines, thick and black, and either very rough or very sweet. Exceptional proprietors who endeavoured to improve their wine, and produce a clear and brilliant liquor, were left without purchasers, and were compelled to return to antique usages in their own defence.

The taste of the North Italians is, however, improving, and among the chief pioneers of the wine movement, which is now becoming general, may be cited the Chevalier Oudart,* of Genoa, who for nearly 30 years has made excellent wines, both dry and sparkling, of grapes gathered in the district of Alba (province of Curreo), and who, both by precept and example, has done much to improve the cultivation of the vine and the art of making wine in Italy; and the Chevalier Manfred Berton de Sambuy, a gentleman of position and property residing in the plain of Marengo, who, with no small energy and perseverance, has since 1863 turned his attention to the cultivation of the vine, the introduction of foreign grapes into Italy, and the improvement of the native wines with considerable success.

The exhibition and fair of wines, inaugurated respectively on the 24th and 25th of November, were divided into three sections.

I. Consisting of wines competing for prizes produced from grapes grown in the province of Alessandria, and which were divided into seven classes according to their age and qualities.

II. The wines from all parts of Italy brought for sale to the fair, and which, exclusive of those in Alessandria, competed separately for honourable mentions.

III. Machines and other objects appertaining to viticulture and vinification.

The prizes which had, perhaps, been calculated on too liberal a scale, consisted (for Section I.) of four gold and nine silver medals, presented by the Minister of Agriculture, Commerce, and Industry; 12 silver and 24 bronze medals, coined expressly for the occasion by the Agricultural Board of Alessandria; two silver medals presented by the Municipality of Tortona. Honourable mentions at the discretion of the jury.

There were, moreover, three silver and three bronze medals for the best wines of each district in special competition among themselves.

More than one medal could not be awarded for different wines to the same competitor.

In Section II. honourable mentions of the first, second, and third class were prepared for the competing wines of the other Italian provinces.

For Section III. were destined three silver medals and five bronze medals, with honourable mentions.

There were submitted to the award of the jury, presided over by the Marquis E. de Sambuy, about 740 samples of different qualities of wines of the province of Alessandria, and about 250 samples from the rest of Italy. The annexed Table shows how the medals were distributed with reference to the wines of each district of the province.

The following Table showing the distribution of the medals at the exhibition of Italian wines at Alessandria, Section I., with the certificates and medals awarded in Sections II. and III.:—

* M. Oudart, being a member of the jury, did not wish his wines, which are not unknown in England, to be represented at Alessandria, even at the fair; still, in speaking of the improvement in wine-making in Italy, M. Oudart's name cannot be left without mention.

Classes.	No. of Medals Awarded.	Distribution of Medals according to Districts of Province.						
		Acqui.	Alessandria.	Asti.	Casale.	Novi Ligure.	Tortona.	Total.
I. Ordinary wines of 1867 ..	*1 gold	..	1	..	..	..	..	1
	5 silver	2	1	2	..	..	..	5
	1 bronze	..	1	..	..	..	..	1
II. Ordinary wines of 1863–66	2 silver	..	1	..	1	..	..	2
	7 bronze	..	5	..	2	..	..	7
III. Select table wines of 1867 ..	6 silver	..	2	1	2	1	..	6
IV. Select table wines 1863–66	†1 gold	..	1	..	..	..	..	1
	1 silver	..	..	..	..	1	..	1
V. Dessert wines, dry	7 „	2	1	..	1	2	1	7
VI. Dessert wines, sweet ..	2 „	..	2	..	..	..	..	2
	9 bronze	2	6	..	1	..	..	9
Total	..	6	21	3	7	4	1	42

* Awarded to Dr. de Vecchi of Quattordi.

† To the Chevalier M. Burton de Sambuy, who, but for the regulation noted above, would have received other medals, both gold, silver, and bronze for various qualities of wines exhibited.

Section II. Honourable Mentions of 1st Class ..	3	Wines of Milazzo, Marsala, and Frani.
„ „ 2nd „ ..	5	Wines of Sinigagla, Bra, Florence, Chirusso, and Savigliano (Societa Euologica).
„ „ 3rd „ ..	7	Wines of Perugia, Lucca, Calussa, Icrea, Turin, Chieri, and Imola.
Section III. Silver Medals	3	Hydraulic wine-press, collection of implements, metal-caps, laminage, &c.
Bronze	5	Small plough, printed labels, metal wine-measures, model of Swiss press, collection of implements and vines.
Honourable Mentions	9	Grape crushers, lithographed labels, press, &c., &c.

From the foregoing Table it will be observed that the wines of the district of Alessandria obtained the preference over those of the other districts, and carried off the only two gold medals awarded.

The report of the jury has not yet been published, it may, therefore, suffice here to remark that perhaps too many sweet dessert wines were exhibited to the detriment of the attention which should be paid to the making of good dinner wines.

The commercial results of the fair did not realize the anticipated expectations of its success. Growers, it is true, sent in wines for sale to the total value of about 2,000,000 of francs, in bottle or in cask, or represented by samples, but buyers were absent, and the cold weather, which was felt severely at Alessandria at the end of November, troubled the wine brought for sale. Still some business was done, and one practical result has already been obtained in making the inhabitants of North Italy acquainted with the wines of Sicily and the Abruzzi, and causing the Piedmontese wines to be known in Southern Italy. Orders have been received to send Piedmontese wines to Venice, Naples, and Rome, and a

merchant returning to Brazil has taken with him a good quantity of wine in cask. The fair was visited by the presidents of various boards of agriculture, and the Commendatore Caranti, Director of Agriculture at the Ministry of Commerce, made purchases at the fair for the Government both of wine and of machines employed in its making.*

It is the earnest wish of the Piedmontese growers to establish a trade in wine with Great Britain; on this point I venture to offer the following observations:—

The English market at the present time is said to be overdone with light French wines of all classes and prices, which even are not much drunk, so that the introduction of fresh wines of the same qualities could not but meet with some difficulty. The demand that does exist for a cheap white wine resembling Marsala, that could bear strengthening, and which is probably required to be employed in the manufacture of sherry, does not seem likely to be met in Piedmont, though such a wine could, I am informed, be produced in considerable quantities on the shores of the Gulf of Spezia.†

At present the ordinary Piedmontese wines could not compete on the English market with the ordinary wines of other countries, especially with those of the South of France, first, on account of the original price being higher; secondly, because they are overburthened with charges of all kinds on their way to the port of embarkation, Genoa, as is shown in the following calculation, for which I am indebted to a gentleman of considerable experience in the Italian wine trade:—

	frs.	cts.
Average price of ordinary wine per hectolitre, in the cellar of producer ..	45	0
Price of cask	5	0
Expenses of metage, brokerage, &c.	0	50
Carriage from cellar to station (average distance)	1	0
Carriage by rail to Genoa (average distance)	2	50
Carriage from station to Custom-house, and charges for commission ..	0	80
Verification at Custom-house, charges of cooper for opening and closing the cask	0	20
Export Duty	1	0
Carriage on board	0	20
Price of hectolitre of wine "free on board"	56	20

N.B.—The expenses have been calculated as if for a large shipment.

The wines of the South of France of similar quality cost "free on board," including the cask, from 25 to 30 francs, leaving a difference in their favour of from 31 to 26 francs per hectolitre (22 imperial gallons).

* Forty bottles of various wines are destined to be sent in an Italian man-of-war to Calcutta, with a view of seeing how they bear the voyage.

† I add a note on this subject, with which I have been favoured, and which may not be without interest:—

"The vineyards which could furnish the wines required are those of Arcola, Trebiano, Bolano, situate opposite Sarzana, nearly at the mouth of the river Magra; and, also, the vineyards of Sarzana. The depôt of the wines would be at Lerici, the commercial port of the Gulf of Spezia. It is very safe and commodious.

"At Lerici, moreover, the grapes, or the wines, of the 'Cinque Terre' from Levanto to Porto Venere could be collected. These wines, if well made, would be of excellent quality. To these might be added the wines of the Gulf of Spezia, which, though inferior in quality, could probably be employed in England in the manufacture of Marsala, Sherry, or Madeira.

"The expense of carriage from all these vineyards to Lerici is trifling. Trebiano, Arcola, Bolano, and Sarzana are in its vicinity. Levanto and the Cinque Terre are more distant, but the wines or grapes could be brought by sea.

"The average price of these wines this year has been from 25 to 30 francs per hectolitre, bought at the growers. When the season is abundant the average price is about 20 francs per hectolitre."

Notwithstanding, however, these heavy accessory expenses, many of the medium and finer Italian wines, the peculiar flavour and qualities of which appear to have been appreciated in England, could be advantageously introduced on our market, where with perseverance and continual proofs of their good qualities there seems no reason to doubt but they would secure for themselves an honourable position.

The causes of the high prices of the ordinary Piedmontese wines are to be found first in the expensive method in use of cultivation the vine; secondly, that these qualities of wine hardly suffice for the consumpting of Turin, Genoa, the plain of Lomellina, Milan, and Lombardy, their natural markets. A more extended and better understood culture of the vine would reduce their price.

Italian wines, it is believed as a rule, will neither keep nor travel, a reputation due, not to the innate qualities of the wines, but to the faulty methods in use of making them, as well as to the careless bottling and corking of even good wines. It does not apply to well made wines, as, for example, those of M. Oudart, the Chevalier de Sambuy, and others which have successfully stood the test of long sea voyages to India and South America.

Italy is a country of vines, and of wine now waking up from the sleep of centuries, and seeing the necessity that exists for her to improve this production formerly so important. The country produces excellent wines in the North as well as in the South, which require only to be known to be appreciated, and a not far distant future may be anticipated, which will be brought nearer by the establishment of numerous Boards of Agriculture (Comizii Agrarii) throughout the country, when the wines of Italy well made, in large quantities and at reasonable prices, will find a market, not only in England, but, and perhaps with greater facility, in America and India.

I annex three lists of prices of wines made in Piedmont:

1. Wines of the plain of Marengo, Casa Balbo, Bertone di Sambuy.
2. Wines sold by Messrs. Caminale and Bussone at Turin.
3. The wines made by M. Oudart of Genoa.

1. Prices of wines of the plain of Marengo, Casa Balbo, Bertone di Sambuy, Castelceriolo, province of Alessandria:

SELECT DINNER WINES (Red).

No.	Wines.	Year.	Prices, delivered at Genoa, per case of 12 bottles.
			Ital. lire.
1	Marengo (vines imported from Bordeaux)	1864	20
2	Valmagra (native vines)	..	
3	Castelceriolo (mixed grapes, native and Bordeaux) ..	1865	
4	Grignolino (Grignolino grape)	1864	
5	Dolcetto (Dolcetto grape)	..	
6	Celerino (Celerino grape)	1865	

WINES OF SUPERIOR QUALITY.

No.	Wines.	Year.	Prices, delivered at Genoa, per case of 12 bottles.
			Ital. lire.
7	Trebbiano, white dry (Trebbiano grape)	1864	
8	Marengo, white (Bordeaux grape)	1865	
9	„ red „	1864	
10	Neretto, red (Neretto grape)	..	
11	Aleatico, red (Aleatico grape)	..	30
12	Castelceriolo, red (Bordeaux, Neretto, Aleatico)	..	
13	Chiaretto di Castelceriolo, dry	1865	
14	Moscato, red, sweet	..	
15	Aleatico, red, sweet	..	
16	Sample cases of *Marengo* and *Valmagra* returned from Monte Video, red.	1863	35

2. Prices of Piedmontese wines sold by Messrs. Caminale and Bussone, commission agents at Turin.

RED WINES IN CASK.

	Per hectolitre.* lir.	lir.
Barbera Amara (Costigliole d'Asti)	55 to	65
„ Amabile (Asti)	60	70
Barolo (Barolo)	60	85
Grignolino Secco (district Asti)	52	75
Nebbiolo „	50	80
Select dinner wines	60	100
Ordinary wines (Alessandria)	42	50
Pignolo (Neive)	80	120
Brachetto (district Alba)	75	100
Dolcetto „	65	100

RED WINES IN BOTTLE.

	Per bottle. lir. cts.	lir. cts.
Barbera Amara, old (Astigiana)	1 20 to	1 50
„ Amabile, old „	1 10	1 40
„ dry, 1866 „	1 05	1 35
„ Amabile, old „	1 05	1 25
Barolo, dry, old (Barolo)	1 40	1 65
„ Amabile, 1865 (Asti)	1 25	1 50
Pignolo Amaro, 1865 (Neive)	2 0	2 50
Grignolino, dry, 1865–66 (district Asti)	1 15	1 50
Nebiolo, 1866 (district Asti)	1 10	1 50
Brachetto Amabile, 1866 (Alba)	1 0	1 25
Dolcetto, dry, 1866 (Alba)	1 0	1 50
„ Amabile	1 20	1 40
Grignolino, Amabile	1 0	1 25
Vino Spanna Amaro, 1864 (Upper Novarese) ..	1 30	1 50
„ Amaro, 1864 (Stradella)	1 25	1 50

WHITE WINES IN CASK.

	Per hectolitre.* lir.	lir.
Erbaluce (Ivrea)	135 to	150
Chiaretto, dried grapes (Ivrea)	125	170
Caluso (Ivrea)	140	220
Moscato (Canelli)	85	120
Malvoisie „	85	140

* 22·01 imperial gallons.

White Wines in Bottle.

	Per bottle. lir. cts.		lir. cts.
Erbaluce Amabile, 1862-64 (Ivrea)	1 75	to	2 50
Chiaretto, dried grapes „ „	1 80		2 50
Caluso, fine, 1863-5 „	1 90		2 50
Moscato, sparkling, 1865 (Canelli)	1 20		1 50
Malvoisie „ „ „	1 15		1 40
Barbarossa (Chieri)	2 0		2 25

	lir. cts.
12 bottles of Moscato Bianco of Canelli, in case, strongly packed	20 50
12 bottles of Molvasia Bianco of Canelli, in case, strongly packed	19 0

3. Prices of wines made by M. Oudart, delivered at Genoa.

Red Wines.

Wines.	Year.	Prices per Bottle in Italian lire.
Barbera	1861	1 50
Barola	1863	1 50
Grignolino	..	1 50
Pignolo, dry	..	1 50
Nebbiolo	1861	2 0
Nerano	..	2 0

White Wines.

Wines.	Year.	Prices per Bottle in Italian lire.
Cortese	1861	2 0
Moscoto, dry	..	2 0
Malvoisie „	..	2 0
Nebbiolo „	..	2 0
Cortese, sparkling	..	3 0
Moscato „	..	3 50
Nebbiolo „	..	3 50

Exchange, under ordinary circumstances, 25 Italian lire to the £ sterling. At the present time, owing to the forced paper currency, the exchange is 28·70 Italian lire to the £ sterling.

Turin, February 1, 1868.

ANCONA.

Report by Mr. Vice-Consul G. Gaggiotti on the Trade and Commerce of Ancona for the Year 1867.

The recolte of grain in the year 1867 has been good, but not so abundant; and, in consequence of nothing remaining of the crops gathered in 1866, the opening prices were higher than had been anticipated. Prices first commenced at 50 francs the rubbio, equal almost to 2*l.* the quarter, and 19 francs the hectolitre, in silver, as no person would sell for paper currency, in consequence of the great discount existing, and which was increasing every day. Paper with silver now makes a difference of 13 per cent. Prices for wheat then went gradually increasing, by reason of the commissions received from Upper Italy, France, and England, to the sum of 66 francs the rubbio, equal to 24 francs the hectolitre, and 58*s.* the quarter. For the little that remained, 70 francs the rubbio was demanded (61*s.* the quarter), always in silver currency. The proportion is 2·88 hectolitres to a quarter. The exportation has been very great, in proportion to the produce of this province. Up till December 31, over 70,000 quarters of wheat have been exported from this port to France and England; and by railway, to Northern Italy and Tuscany, about 30,000 quarters. The recolte of maize was very middling, and in consequence of no demand for that article from abroad, no sales were effected; and though the prices demanded were very moderate, in comparison to the high prices paid for wheat, still no buyers could be found. The prices demanded were 36 francs the rubbio, 13 francs the hectolitre, and 30*s.* the quarter. Beans, though scarce, were not sought for, and prices averaged 35 francs the rubbio, 12 francs 50 cents. the hectolitre, and 29*s.* 6*d.* the quarter.

The Toccolina mine, discovered at Chieti, and reported in my last year's Annual Report, has succeeded beyond all expectation. A Society, in order to carry on the works on a grander scale, has been formed, with a paid-up capital of 800,000 francs; and as I have been favoured with items of information concerning this mine, no doubt an abridged Report of it would be useful to trade and commerce. In the first place, six different materials and liquids can be extracted from the raw material, consisting of oil for burning, which produces a bright clear flame; sulphur; asphalte; naval pitch, which is the purest yet known; and a brilliant black varnish. The Society has issued a Memorandum showing the advantages of this national industry; and from calculations made, 34 per cent. (without taking into consideration the profits raised by the sales of soaps, asphalte, sulphur, &c.) is to be made upon the toccolina alone. A large establishment has been purchased at Grottomare, to serve as a distillery. The calculated cost of refining the raw material, and making it a saleable article, is about 10 francs 40 cents. the 100 kilos., say 8*s.* the 250 lbs. weight.

The iron trade, during the year, has been middling. Towards the latter end of the year a little animation was caused in consequence of the low rates of freight from Cardiff and Liverpool, and the consequent reduction of the article itself in price. Welsh bars, ordinary sizes, were sold at 20 to 21 francs the 100 kilos. (160*s.* the ton), three months credit, payment in silver. Tin-plates were animated, also in consequence of the low freights and prices. During the twelve months they averaged 45 francs (36*s.*) the box. Tin was in moderate demand for local con-

sumption only. No arrivals of copper took place from foreign parts. No doubt that is on account of a deposit of that article existing in this town, a national production which is sold at lower prices than that of any other country, and the quality seems to give satisfaction. Prices averaged from 75*l.* to 77*l.* per ton, cash. Trade in sugar, which article is principally received from Holland, was very brisk, and obtained good prices—about 33*l.* per ton, three months credit. In spirits and rum, in consequence of scarcity of the necessary elements for their distillation in the German distilleries, prices were high and business good. Petroleum obtained about 80*s.* the barrel, and was in great demand.

The porto franco was to have terminated with the first of this year, but there existed an utter impossibility to prepare bonded stores and other necessary warehouses in time. Government, therefore, has granted a further continuation until next year, and has destined the Lazzaretto for the reception of goods upon arrival.

The great evil which exists, and causes serious inconvenience to commerce, is the discount upon paper. During the year, between paper and copper, 8 per cent. was demanded; and though the paper issued is Government property, still at the Custom-house it is refused in payment for the different duties. The Government employés are all paid in paper, and naturally they must feel the serious loss entailed upon them in changing it into silver or copper. There is an intention of forming a Provincial People's Bank, for the issuing of small notes of one franc and half a franc, to be accepted and given at par. No doubt the idea is excellent, as far as the poor people of the community are concerned; but, generally speaking, when paper is issued for so small a sum, the harder material is sure to disappear entirely. On the other hand, there is no remedy, especially as it appears the forced currency will continue yet for some time.

Buildings are increasing in accordance with the growing importance of this port and city. Streets are being widened, and all that is necessary to make a first-class city of Ancona is the introduction of pipe water, the want of which is greatly felt by all.

Ancona, January 31, 1868.

MECKLENBURG-SCHWERIN.

ROSTOCK.

Report by Mr. Vice-Consul Charles Schultze on the Trade and Commerce of Rostock for the Year 1867.

The year was remarkable for its tendency to war, and war cries were shouted from its commencement to its close. Three times the immediate outbreak of war between France and Germany seemed almost inevitable. Fortunately the moderation of the Governments calmed the passions in the right time, and the war-feeling remained fettered, but the panics produced by such repeated alarms in the mercantile world proved very detrimental to business. Personal credit and confidence ceased, and money was withdrawn from commerce, while business was only to be done with ready money. The discount was thereby kept at 5 and $5\frac{1}{2}$ per cent. during the whole year against deposits of first mortgages and securities, although in the large neighbouring markets of Hamburg and Berlin it was only half so high, and capital accumulated there to an unprecedented amount for want of employment. Besides these alarming war apprehensions, another circumstance contributed to make trade, if not confined, at least unprofitable. During the whole year the country has been in expectation of annexation to the Prussian Customs Union, particularly during the last quarter, and large quantities of sugar, coffee, iron, and manufactures were stored up in the hope of gaining the duty. Mecklenburg concluded a Commercial Treaty with France in the year 1862, by which it was bound not to levy a higher duty than 1 dollar per 100 lbs. weight on French produce, for the following 12 years, viz., until 1874. France objected at first to release Mecklenburg from this liability, and active negotiations have taken place between Prussia and France to remove this obstacle, so that now every day a satisfactory conclusion with France may be expected. But the speculation with goods for the "Zollverein" can nevertheless scarcely have a good result, as most probably the duty will have to be paid on all imported articles as soon as the incorporation in the "Zollverein" takes place. Meanwhile, the goods lie in warehouses, and are unsaleable.

Shipping and navigation have been a little more lively than in the year before, but the freights have been so low that the owners cannot have found profit. Even during the last quarter, when a brisk demand for corn sprung up, the freights, considering the advanced season, remained unprofitable. British vessels have therefore but little frequented the Mecklenburg ports. The freight for wheat to the east coast of Great Britain has varied: to coal ports between 1*s.* 6*d.* to 2*s.* 6*d.*, and to London between 1*s.* 9*d.* to 2*s.* 6*d.* Coal freights from England for the winter quarter have not been higher here than 6*l.* to 7*l.* per keel, whereas to Lubeck and Stettin it was at the same time 12*l.* to 14*l.* per keel. The competition of the Mecklenburg vessels which crossed towards the winter season in British ports, and accept the lowest coal freights in order to get home, causes such low freights.

The ship-owners have had a bad year, not only on account of bad freights, but also on account of accidents and disasters at sea. Particularly during the last quarter very heavy storms have raged, and at the end of the year 22 cases of total losses were already counted, and a good many more are expected from which all reports are failing.

Ship-building is, however. going on with uninterrupted vigour. This would be astonishing if it were not for the fact that a sort of fellowship exists amongst the ship-masters and their families, by which they are jointly and mutually bound to help each other to get owners for new ships when losses take place.

The number of vessels belonging to Rostock at the beginning of last year were 394, of 144,300 tons; added by new built and purchase, 19; making a total of 413; deduct, lost 22 and sold 1, 23; there remain for 1868 390 vessels; of these 376 are measured to 49,775 lasts, or 149,325 tons.

The number of vessels belonging to Wismar at the beginning of last year was 53, of 17,817 tons; added, by new built 2 and purchase 3, 5; making a total of 58; lost 1; there remain for 1868, 57; of which 53 are measured to 6,502 lasts, or 19,506 tons.

The total number of vessels of the Mecklenburg fleet has, therefore, remained the same, viz., 447; but the tonnage is increased from 162,117 tons to 168,831 tons, therefore by 6,714 tons.

	No. of Vessels at Rostock.	Lasts at 3 Tons.	No. of Vessels at Wismar.	Lasts at 3 Tons.
1864..	369	44,800	49	5,520
1865..	372	45,204	47	5,376
1866..	377	45,893	59	5,442
1867..	394	48,100	64	5,939
1868..	390	49,775	57	6,502

Number of vessels at Rostock in the year 1867.

Nationality.	Entered.		Cleared.	
	Ships.	Steamers.	Ships.	Steamers.
British (75 crews, 1,591 tons) ..	10	2	10	2
Danish	39	1	40	1
Dutch	21	..	21	..
French	3	..	3	..
Hamburg	2	..	3	..
Lubeck	..	38	..	38
Hanoverian	16	..	19	..
Holstein	97	..	98	..
Mecklenburg	89	..	107	..
Rostock and Wismar	76	9	88	9
Oldenburg	1	..	1	..
Prussian	147	1	142	1
Russian	10	..	8	..
Swedish and Norwegian	124	1	121	1
Total	635	52	661	52
Grand Total	687		713	
Of which in ballast ..	69		405	

Besides 67 of different flags have entered the harbour for refuge.

Trade and commerce, though suffering under the circumstances already mentioned, reached to about the usual extent in quantities.

The imports, particularly of sugar, coffee, iron, and manufactures, have been greater than usual. The chief imports from England by sea

have been into Rostock : 93 ship cargoes of coals, about 15,000 lasts, or 30,000 tons ; 10 vessels with iron and iron work, 26 with colonials and manufactured goods, as paper, pottery wares, fireproof bricks, cement, &c., two with slates, and four with ballast ; together 135 vessels from England. Besides four vessels from France, 6 from Russia, 121 from Denmark, 98 from Hanse Towns, 22 from Holland ; altogether 687 vessels have arrived.

The principal articles of importation, besides those heavy articles as coals, iron, timber, slates, &c., are the following :—

		lbs.
Coffee,	estimated annually to about..	3,117,800
Sugar, all refined	(ditto) ..	7,736,100
Spirits and rum	(ditto) ..	2,720,600
Wine almost all from France	(ditto) ..	7,736,100
Tobacco	(ditto) ..	1,275,000
Spices	(ditto) ..	142,600
Tea	(ditto) ..	13,600

The export trade by sea is almost confined to corn. The corn trade was dull during the first three quarters, lingering and suffering under the general uncertainty and alarm of commerce. But in the last quarter, when it got more and more certain that the whole West of Europe and also our own country had had a bad and deficient harvest, a brisk demand for corn sprung up, and prices got daily higher, so that at the end of the year the prices stand higher than for 30 years. Prices, as paid to the farmer, rose from 2*l.* 15*s.* for best wheat to 3*l.* 6*s.*, which is equal to 3*l.* 10*s.* free on board, cost and freight extra.

To England were despatched 127 cargoes with wheat, 103,350 quarters, and oats 8,960 quarters ; two cargoes with oil-cakes, one with cattle bones ; to France, 10 with corn ; to Denmark, 113, of which 77 were in ballast. Altogether have departed 713 vessels, of which 405 were in ballast.

Table of corn export from Rostock :—

Articles.	Lasts.	Scheffels.	Quarters.
Wheat	9,323	20	121,202
Rye	253	71½	3,298
Barley	58	32	358
Oats	745	35	10,434
Peas	74	81½	971
Tares	9	76	126
Beans	2	62	35
Malt	51	94	676
Rapeseed..	141	38	1,837
Dodder	2	76	35
Linseed	1	55	19
Total	10,665	65⅝	138,991
Wheat meal (1,594 barrels) ..	66	..	858
Rye meal (1,577 barrels) ..	68	..	884
Grand Total ..	..	..	140,733

In 203 vessels, of which 127 were bound for England, and eight of which were under the British flag.

The export of corn from Wismar is one-third of that from Rostock, and the export from the whole country to Hamburg, Lubeck, and landward, is about double that of the two ports.

The other staple articles of export are: wool, 115,000 stones, or 2,300,000 lbs., value, 164,000*l.*; butter, 3,000,000 lbs., value, 143,000*l.*; swine 9,500; sheep, 92,000; horned cattle, 2,000; horses, 1,000; estimated value, 100,000*l.* Hides, rags, cattle-bones, oil-cake, not very considerable, estimated at 50,000*l.*; and they are all exported by land carriage.

Agriculture.—The crop of last year was deficient in Mecklenburg, as well as in the greater part of Western Europe. It had been bad enough in the three previous years, but it has not been so bad in the memory of man, as it turned out last year. For exportation until next harvest there will only be half the usual quantity of wheat, rye, and barley.

The crop of forage would have been rich, as there was an abundance of clover and hay on the fields, but cold and rainy weather during the gathering spoiled the greater part, so that the crop is a failure altogether.

The country is undergoing great changes in its legislature and institutions, as it no longer depends upon itself, but is subject to the federal laws passed by the Reichstag of the North German Union.

From that quarter have already emanated several new and very important laws, viz., the new post and telegraph law; the new law respecting passports; that relating to the nationality of ships, with the ordinance prescribing the flag of the Union; and, above all, the new law respecting the right of settlement, which alone almost overturns all former institutions, and the incorporation of Mecklenburg in the Zollverein may be daily expected.

The old Mecklenburg Diet, or feudal representation, is nevertheless still in action, and neither the convulsions of the last year, nor the desire of the majority of the people, have yet been able to overthrow it.

Rostock, January 1868.

NORWAY.

Report by Mr. Consul-General J. R. Crowe on the Trade and Navigation of Norway for the Year 1866.

The trade and navigation of this country during the year 1866, owing to the unsettled state of Europe, and the prohibitory tariff which had recently come into operation in the United States, together with the widely-entertained apprehension of the imminence of war, suffered, in common with the rest of Europe, from the commercial depression to which these events had given rise.

It was more particularly evident within the shipping interest, which, stimulated of late years by the high freights that had been obtained, and the extended voyages the shipping had ventured on, had caused the commercial marine gradually to assume the dimensions that placed it, with respect to numbers and tonnage, as the fourth in the rank of trading nations.

Another cause, which during the last two or three years had tended to depress trade, particularly in the neighbourhood of the capital, and among a certain class of dealers, was the carrying on a disproportionate scale of business and style of living with borrowed or foreign capital, which gradually disorganized credit, as similar causes had previously done in our own country, and which latter exercised no inconsiderable influence on this side, as the trade and commercial welfare of this country depends more or less upon the prosperity of England; so that any disorganization of credit or financial panic there, giving rise to commercial distrust, inevitably acts on this country by restricting the sources of credit on which trade and industry more or less depend.

REVIEW of the aggregate amount of Imports into, and Exports from Norway during the year 1866, with the official Estimate of their relative Value, reduced to British Sterling, with the amount of Duties collected.

No.	Articles.	Estimated Value.		Duty levied.	
		Imports.	Exports.	On Imports.	On Exports.
		£	£	£	£
1	Live Animals	15,412	2,475	41	...
2	Provisions—of Animals	269,722	1,416,627	5,554	4,277
3	Cereals	1,353,709	32,693	68,830	...
4	Colonial Goods	867,855	274	292,265	...
5	Fruits, Garden Stuffs, &c.	76,969	6,490	15,862	...
6	Spirits and Drinkables	120,452	1,859	53,399	...
7	Woven Stuffs, &c.	452,713	1,360	2	...
8	Yarn, Ropemakers' Work, &c.	106,989	3,040	7,212	...
9	Manufactures of Spun Stuff	800,984	12,398	92,214	...
10	Hair, Feathers, Skins, Horn, &c.	150,784	166,143	7,213	234
11	Manufactures of ditto	27,163	43	2,166	...
12	Tallow, Grease, Oil, Tar, Gums, &c....	86,104	421,057	9,730	2,771
13	Manufactures of ditto	33,731	20	4,383	...
14	Wood Goods, unwrought and half wrought... ...	64,921	1,638,972	1,165	34,362
15	Ditto wrought	20,138	590	1,597	...
16	Dye Stuffs	64,117	756	2,398	...
17	Sundry Vegetable Substances...	85,819	18,603	1,223	1
18	Paper and Paper Work	29,839	1,696	4,253	...
19	Other Manufactures of Vegetable Substances ...	4,542	1,272	416	...
20	Minerals—raw stuff	324,878	110,658	22,353	...
21	Metals—manufactured	76,874	501	12,702	...
22	Ditto raw and half wrought	187,385	101,077	13	...
23	Ditto wrought	263,236	2,644	10,612	...
24	Ships, Carriages, Machinery, &c.	362,527	4,429	3,330	...
		...	...	618,933	41,645

Upon the whole, the forest proprietors obtained fair prices for their products, but the merchant shippers were scarcely remunerated, particularly with regard to the balk or square timber, for which Holland is the ostensible market, owing to the competion with the supplies from the Baltic provinces, to which low freights invariably give rise; the timber from the Baltic being not only cheaper, but better in quality.

On the other hand, a new branch of industry has sprung up—that of preparing the wood for building purposes, by planing, grooving, &c., for window-frames, door-panels, and other household purposes. This promises to become highly remunerative, and new establishments are consequently being erected for the purpose.

Several cargoes thus prepared were shipped to New Zealand, which gave good results.

The dimension generally of the Norwegian timber has sensibly decreased of late years, owing to the injudicious and culpable system of felling, which undoubtedly has materially reduced this hitherto staple capital of the country.

The depreciation in value is so obvious as to have excited the attention of the Legislature. Forest Inspectors have, in consequence, been appointed, and funds appropriated by the Storthing for the better conservation of the state woods, and the purchase of several forests within the Arctic Circle, where the reproductive powers are less active, and where the system referred to, if persevered in, would inevitably end in final denudation, or be succeeded by trees of stunted growth.

Fisheries.—The result of the spring herring fishery could not be other than satisfactory, as 750,000 barrels were caught, of which 600,000 were exported to Sweden and the Baltic provinces.

This, at the rate of 2 spd. per barrel, gave the fishermen 1,200,000 spd., with which, on the whole, they were well satisfied.

The Lofoden cod fishery was considered to be an average catch; 21,000,000 of marketable fish was the estimated number, which, at the rate of 5 spd. per hundred, gave a result to the fishermen of 1,050,000 spd.

The Finmark summer fishery was comparatively equally remunerative.

The Government survey of the bank, ranging along the whole western coast of Norway to the North Cape, which is the resort of the shark, the catching of which fish has of late become a source of profitable pursuit to the inhabitants of that part of Norway, is being gradually carried out, and the result is looked forward to with much interest.

Christiania, February 24, 1868.

RUSSIA.

BERDIANSK.

Report by Mr. Consul Zohrab on the Trade and Navigation of the Ports of Berdiansk and Mariopol for the Year 1867.

Introduction.—The result of the harvest of 1866 could not, as I stated in my last report, be fully appreciated till last spring. During the winter months, exporters and local traders were very busy buying grain in the various colonies within a radius of about 300 miles, and brokers, encouraged by the prospect of a brisk demand for shipping, took up a good many vessels on speculation.

Navigation.—553 vessels called at this port during the season, of these 437 cleared with cargoes for various countries, and the rest left in ballast.

The following Table gives a comparative view of the shipping trade of this port during the past five years:—

	British.		Foreign.		Total.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
1863	27	7,671	175	36,731	202	44,462
1864	15	4,859	165	37,152	180	42,371
1865	23	6,618	220	57,139	243	63,757
1866	39	11,381	298	82,045	337	93,426
1867	86	28,003	467	132,093	553	160,096

British Shipping.—The number of British vessels which have loaded here during the past season have far exceeded those of any previous year; indeed, in no season since Berdiansk was created an exporting port, have so many vessels called here in a single year. The same, however, may be said of the vessels of other nations; the exception was not in favour of Englishmen alone, and the opinion I hazarded in my report for 1866, that the Italians were taking the carrying trade out of our hands has not been weakened. The increase in our shipping was purely accidental. The demand was active at all the Black Sea and Azoff corn-exporting ports, and merchants were obliged to take whatever vessels came to hand. 284 Italians called, against 86 English.

Employment of Steamers.—The grain quotations in England and on the continent during the spring and summer gave a keen impetus to the export trade of Berdiansk. Merchants entered freely into speculations which could only be remunerative so long as unusually high prices were maintained in Europe; they were consequently anxious to get their merchandize to its destination as fast as possible while prices were maintained; yet it is remarkable that, though such an anxiety existed, steam vessels were taken advantage of in only two instances at this port, and, although the merchants who chartered them made very handsome profits, by getting the cargoes speedily to their destination, yet they would not repeat the experiment, but preferred the ordinary course of using sailing vessels, even while they gave freights for ships, at which steamers could have been readily chartered.

In contracting for sailing vessels, 35 to 40 days are usually allowed, free of charge, for loading and discharging cargo, and a clause in the charter-party generally gives a further term of 10 days, at about 5*l.* per day, should the 35 or 40 days be found insufficient. These conditions are very necessary in places like Berdiansk, where the shipping anchor in open roadsteads, and where a strong wind from any quarter may delay loading for several days together. With steamers, merchants get only about 11 days for loading and discharging, and should they require more time, they must pay about 40*l.* per diem for it. Thus, a merchant chartering a steamer under existing conditions runs considerable risk of having to pay to the owners a heavy sum beyond the freight, possibly all his profits on the cargo. He will not, therefore, go out of the ordinary channel, but under extraordinary circumstances; and though the past season offered every inducement to exporters to take up steamers, yet 20 boats were not chartered for the whole Azoff, whereas nearly 2,000 sailing vessels passed out with cargoes.

I doubt not a good many boats would annually find cargoes in this sea, and obtain 10*s.* or 12*s.* premium on ordinary freights, if the owners would extend the lay days to 20, and diminish the demurrage, or if they would accept the cargo as on board, and free the merchant of responsibility when it was put into the lighters, or in other words, take the responsibility of loss of time, through bad weather, on themselves, as soon as the cargo left the shore. Under such conditions, 11 and even a less number of lay days, would be accepted by the merchants, but if no concessions are made, very little of the carrying trade will be done in steamers, even when prices, as in the past year, are unusually high abroad.

Freights.—On the supposition that a great many vessels would be required for the Azoff in the spring, brokers took up a considerable number on speculation during the winter, against the reopening of the navigation at from 50*s.* to 52*s.* 6*d.* per ton tallow for the United Kingdom, but the intelligence that a brisk demand existed in the Azoff soon spread, and simultaneous with the arrival of the chartered vessels, a large fleet of seeking ships, mostly Italians, came, and freights consequently went down during April, May, and June to 47*s.*, and brokers lost heavily. In July however, a rise commenced, which continued to the end of the navigation, and brokers recovered their losses, seeking vessels having ceased to arrive in considerable number, 54*s.*, 60*s.*, 65*s.*, 70*s.*, 75*s.*, and even 80*s.* were freely offered by merchants, who were anxious to get their stock of grain off hand before the winter stopped operations. In November, some seeking vessels again made their appearance, but they arrived too late to profit by the rise.

British shipowners did not, however, gain much by the rise in freights, their ships having been nearly all chartered on speculation by brokers; they got very little, if anything, beyond ordinary freight.

Exports.—The export trade of 1866, which was regarded as exceptionally good, was estimated at 910,205*l.* sterling; that of the past year attained the value of 1,930,000*l.*

This remarkable extension of the commerce of Berdiansk was owing solely to the brisk demand and high quotations in Europe, which enabled merchants here, notwithstanding a considerable fall in the value of the £ sterling, to pay for wheat from 16 roubles 20 copecks to 18 roubles per quarter, and for other produce high prices also. It is estimated that the average cost of a quarter of wheat at a port of delivery in the United Kingdom was 2*l.* 10*s.* in the spring, and 3*l.* in the autumn.

An analysis of the trade of 1866 and 1867 is given in the following Table:—

Articles.		Quantities.	
		1866.	1867.
Barley	qrs.	200	14,067
Butter	cwt.	765	384
Cocoons	lbs.	..	4,392
Hides	cwt.	798	438
Indian Corn ..	qrs.	202	184
Linseed	„	13,073	9,262
Mats	No.	35,860	7,361
Oats..	qrs.	10,709	..
Rye	„	1,751	143,065
Tallow	cwt.	39	1,515
Wheat	qrs.	458,300	723,186
Wool	cwt.	243	1,350
Sundries	£	4,495	5,602

The quarterly average prices of the exports, free on board, are given in the following Table :—

Articles.	1st Quarter.			2nd Quarter.			3rd Quarter.			4th Quarter.		
	£	*s.*	*d.*	£	*s.*	*d.*	£	*s.*	*d.*	£	*s.*	*d.*
Barley	0	16	11	0	16	10	0	18	4	1	4	0
Linseed	2	4	7	2	4	5	2	4	5	2	4	5
Oats	1	5	0	1	0	0	0	17	2	1	4	0
Rapeseed..	1	1	0	1	0	0	0	19	1	0	19	1
Rye	1	2	11	1	2	10	0	18	4	1	13	2
Wheat, hard	2	12	10	2	7	4	2	4	5	2	10	7
„ soft	2	4	10	2	4	8	0	19	1	2	10	2

Wheat.—The crop of the past season was very prolific within the districts of Berdiansk and Mariopol. On many farms the yield was even larger than in 1866. In the interior, I hear, the results were very partial. On the whole, however, the harvest has nearly, if it has not quite, equalled that of 1866, and the peasants are consequently in a state of prosperity.

A large stock of grain still remains on hand in the interior, and it is certain that, if war does not break out to disturb commerce, the export trade in grain will be very active next spring, even though prices in Europe may, as it is to be hoped, go back to reasonable limits.

Barley.—Barley was in demand principally for the United Kingdom. The trade in it would have been larger had the supply met the demand; but though the price offered per quarter at the beginning of the year exceeded by 19 per cent. the highest quotation of the previous year, and later the difference went up to 67 per cent., yet only about five cargoes could be collected.

The whole attention of cultivators is taken up by wheat, and other cereals are only sown where the ground is unfavourable for that grain.

Linseed.—There was a considerable falling off in the sales of linseed; in fact, very little was brought to market. The cultivation of this plant, as I stated in my report for 1866, is rapidly declining, and probably it will soon cease to be grown at all.

Rye.—Considerable activity was given to the trade in rye by the demand in Holland and Belgium, where it is largely used to make spirits. In 1866, only a small cargo was exported, whereas last year upwards of 50 vessels were loaded with it.

Tallow.—The trade in tallow is steadily on the increase, and promises to become an important item in the commerce of this town; indeed it is surprising this article has not, long since, assumed a leading position in the export trade. The climate and the country are favourable to the rearing of cattle and sheep, and as the Government grant large tracts of grazing land in the interior at a merely nominal rent, the cost of keeping and fattening flocks and herds becomes very small, leaving a large margin for profit on the ordinary prices of tallow.

The quantity of tallow given in the preceding Table does not comprise what was produced. Several steamers took away cargoes to Odessa, from whence it was shipped to foreign countries, and it is not consequently noted in the trade returns. One house annually slaughters, in Berdiansk alone, 5,000 bullocks and 40,000 sheep for the tallow.

Silk.—Silk is produced by the German colonists, more as a pastime for the women than as an article of commerce. The climate is not adapted to the successful cultivation of the worm in considerable quantities.

Labour.—The price of labour was high throughout the year. During harvest-time, good workmen obtained as much as 10*s.* a-day, and women and boys 2*s.* 6*d.* to 4*s.* The average price for town labourers was from 5*s.* 6*d.* to 7*s.* 6*d.* a-day throughout the year. The expenses attending the shipping of cargo became very heavy towards the close of the navigation. During the summer months the cost of storing, cleaning, and carting grain to the lighters, amounted to about 10*d.* or 1*s.* per quarter, and for lighterage 4*d.*; but in the autumn prices ran up, and the former cost 1*s.* 6*d.* to 2*s.*, and the latter 1*s.* 10*d.*

Imports.—Under the present system of Customs' restrictions, Berdiansk can hardly be said to possess a direct import trade with foreign countries. Small quantities of colonials, a few barrels of wine and spirits, and some fruit, find their way hither almost accidentally, their total estimated value for the year being 28,000*l.* Odessa and Kharkoff supply the smaller seaports with whatever they may require. The retail purchaser naturally has to pay the extra expense this indirect way of getting supplies entails. The Government, however, do not seem to be disposed to make any alterations in the present Customs regulations, though I doubt not a withdrawal of the restrictions, and a decrease of duty on the majority of imported articles, would result in much pecuniary benefit to the revenue and comfort to the people.

Condition of District of Berdiansk.—Two successive years of good harvests appear to have swept away all traces of the misery which resulted from several seasons of bad crops. The population has increased considerably. House-rent has risen much, and nearly every article of food has doubled in price since 1865, and as a natural consequence the value of every imported article has been influenced. Berdiansk is now, in many respects, a more costly place to live in than most of the capitals of Europe, and certainly more so than Odessa, which has a world-wide celebrity for its expensiveness.

The town of Berdiansk has undergone no public improvement during the past year. The weather still continues to be the public pavior: on the state of the weather entirely depends the condition of the streets in the town, and the roads into the interior. The fares for public conveyances are also regulated by the weather, the public tariff being laid aside by common consent, and bargains made whenever the streets are a foot or two feet deep in mud, which is generally their state during six months of the year. The ordinary fare from the lower part of the town to the British Consulate is 7*d.* for a drosky; at the present time it is about 1*s.* 6*d.* The town, however, wears a less desolate aspect now than it did three years

since. Most of the houses, which were then in a tumble-down condition, have been put into repair; the shops are stocked with a greater variety and a better assortment of goods. Several places of public amusement for the humbler classes have been opened, and appear to be well frequented. The lower classes are better dressed, and in the streets fewer pigs and more human beings are to be met with.

The construction of a railway from Berdiansk to Halpstadt, about 120 versts inland, has been determined on by the Municipality, and the line it is intended to pursue has been marked out by an able engineer; but when this necessary project will be realised it is impossible to conjecture. At present the projectors cannot even say when it will be commenced.

The public health has been very good. Scarlet fever and croup have been prevalent and fatal, not so much from their virulence as from ignorance of the diseases, neglect, and want of good medical treatment.

The cattle disease has been very fatal this year; about 50 per cent. of the animals attacked have died. The malady appears to have been more extensive and fatal amongst cows than amongst oxen. No effective remedies have been found against the disease. The stricken animals are separated from the healthy ones, covered with cloths to keep them warm, and are left to chance. These are the only preventives and remedies adopted.

MARIOPOL.

The shipping returns for Mariopol show that 41 British and 179 foreign vessels cleared from that port with cargoes during the past season, the aggregate tonnage being 79,125 tons, and the value of the cargoes 1,160,733*l.*, as shown in the following Table:—

Articles.		Quantities.
Wheat	qrs.	433,697
Rye	,,	19,453
Barley	,,	6,335
Linseed	,,	20,760
Rapeseed	,,	7,378
Tallow	cwt.	4,280
Hides	,,	32
Flour	,,	116

Berdiansk, January 24, 1868.

KERTCH.

Report by Mr. Consul Barrow on the Trade and Commerce of Kertch for the Year 1867.

THERE is so little change in the monotony of Kertch, and such a total apathy in regard to any amelioration, either in commerce, industry, or public works, that there can be but little to add to my commercial and general Reports for 1867.

The amount of shipping and navigation passing by Kertch for the Sea of Azof is the only point on which I have to remark that the increase has been considerable, the number of vessels of all nations proceeding hence with grain and other produce of the country having attained the figure of 2,000.

As regards ports, harbours, and lighthouses, there is nothing to add. Trade and commerce are much as usual.

The imports from Great Britain are confined to coal, and one steamship which brought machinery for a distillery, and, with it, an undesirable importation of thirty English labourers to put it together.

The imports generally consist of olive-oil, coffee, tobacco, oranges, lemons, dried fruits, coal, Turkish beverage, a few manufactured goods, and sundry small articles of merchandize.

The exports consist of grain, linseed, hides, wool, iron, copper, caviar, fish, salt, and salted butter.

The domestic trade is the same as before.

The rate of exchange has varied from 7 roubles 10 copecks to 7 roubles 50 copecks per 1*l.* sterling.

Agriculture has been attended with success, as far as it is followed here.

The petroleum works make but little progress, as they are exploited by adventurers without capital.

Animal produce shows little or no improvement or increase. Not so the population, which, in numbers at least, shows progress.

The factories are the same in number as last year, and the little Bank of Kertch is still open.

The employment of the people never varies. Quarrying, lightening vessels over the bar of Yenicalee, and fishing, being the unchangeable employment of those who are disposed to work, and their number is not "legion."

There is no prospect of railways or bridges.

The solitary telegraphic wire remains, and the same system with it.

Shipbuilding is not one of the occupations of Kertch, but there are good slips for repairing vessels.

GENERAL REMARKS.

In the midst of the general stagnation at Kertch, it is satisfactory to be enabled to state that some useful changes have taken place within the last year, rendering greater facilities, as well as protection, to shipping in general, and removing many inconveniences to which shipmasters were formerly subjected.

A new Captain of the Port has been appointed to Kertch by the Russian Government, the salary of that post having been greatly increased; and from this change alone there is good reason to hope for many advantages to the shipping interests.

During the first year of residence at my post the complaints made to me by ship-masters relative to the injustice and extortion which they experienced at the Quarantine and Customs were innumerable ; and I took note of many among the most flagrant abuses.

Thus fortified I availed myself of a favourable opportunity to represent to the Governor many cases which had been sufficiently proved.

But my representations were very ungraciously received: I was accused of interfering ; and, having requested the Governor to furnish me with a printed copy of the tariff of quarantine charges, I was informed in an official despatch that His Excellency "knew of no law which compelled him to furnish foreign consuls with copies of the Government regulations."

As the Governor-General of Odessa was at that time residing at Yalta, I forwarded to him a statement of all the abuses which I had discovered, and was prepared to prove; and requested His Excellency to send some impartial person to investigate the charges.

A very few days elapsed before his son-in-law arrived at Kertch, and requested me to furnish him with proofs, which I did so abundantly that he ceased to ask for more. He also went about everywhere, saw many ship-masters of other nations, and eventually discovered infinitely greater abuses than I had represented ; thus relieving me from the disagreeable "onus probandi."

Among other points he discovered that at the Custom house bribes were habitually received for allowing masters to throw overboard a large portion of their ballast, while proceeding up the sea of Azof, having thereby much less to pay at Taganrog, where the charge for unloading ballast is one rouble per ton.

The captain of the port was discovered to keep a private book in which he made an entry of all illegal claims exacted from masters, such as: five roubles for the captain of the port, five roubles for the doctor, five roubles for manifest, one rouble for entry to quarantaine.

And these sums, which amounted to many thousand roubles during the navigation season, were afterwards divided among the employés.

None of the above charges are mentioned in the printed tariff, which—since my representation to the Governor-General—has been distributed among all the consular officers at Kertch, and are all illegal.

In consequence of this investigation the captain of the port has been removed, and another appointed with a larger salary. Several other subordinate employés have also been removed, and there is good reason to hope that in the ensuing season there will be few, if any, complaints from ship-masters.

The task has been difficult, and in many respects most painful, leading, as it necessarily has done, to the loss of place by many who where the most culpable. But I felt it was my duty to go through it without flinching, and I believe that I have thus been the humble instrument of effecting much good for the navigation in general, without overstepping the just bounds of moderation.

The principal remaining abuses are in the pilotage system of Yenicalee.

I hired a small hut, for there are but few habitable houses in that town, and after making a lease, I rebuilt it, and have thus established a small office opposite to the landing place, where I attended regularly twice and sometimes oftener every week during seven months.

My efforts to benefit the shipping interests have cost me a hundred pounds from my private resources which are very limited ; but I feel persuaded that the benefits I have thus obtained will be great and lasting, and that the Russian employés will guard against extorting undue demands in future.

The pilotage system is the most discouraging.

Every master pays eight roubles for a pilot at the quarantine, who is bound to go off to any vessel showing the pilot flag.

But this they will not do; every master is obliged to land at Yenicalee to seek them. And the first condition is that they shall receive a present of so many roubles according to the size of the ship; and if this is refused they will not go.

I once called on the chief of the pilots with eleven British masters who were waiting several days for a pilot, and could get none. This functionary told me plainly that his authority was nominal, and that the pilots would not obey him.

When they see me arrive at Yenicalee they immediately go off, but my presence there cannot exceed twice, or at most three times a-week, and then only with great inconvenience, having no clerk to replace me in Kertch.

With my predecessor the case was different.

As President, or Director of an English Petroleum Company then in existence, he had five or six men under his orders, and was never at a loss for some person to replace him. But his presence may not have been required at Yenicalee, as a temporary agent was paid to be continually there during the navigation. Whereas I am alone and unaided in any way, so that the duty which thus devolves upon me is arduous, and most fatiguing, as well as overwhelmingly expensive.

I have omitted to mention another very flagrant abuse which has now ceased to exist.

Every ship-master returning from the Azof is required to visit the guard ship, and there produce his papers; and when I first came here, it was the invariable custom of the commanding officer to hold out his hand for a present, which, if not spontaneously offered, he did not hesitate to demand.

This has now ceased entirely, and I am aware of several instances where ship-masters have voluntarily offered a rouble, which has always of late been refused.

Kertch, February 10, 1868.

TAGANROG.

Report by Mr. Consul H. Carruthers on the Trade and Commerce of Taganrog for the Year 1867.

The export trade at this port, during the past year, was steady and continuous, although not of an animated character in the earlier six months. Stocks of produce were low at the close of 1866, so that, notwithstanding ruling high prices caused supplies to flow in liberally during last winter, an insufficient depôt had accumulated to provide cargoes for the large quantity of shipping that came forward so soon as the navigation reopened. Rates of all bread-stuffs, too, then stood proportionately above the course of foreign markets, and left no margin for profits to shippers, who were even threatened with loss on their operations.

Early in the season a severe struggle took place between holders and buyers of grain, but the latter being obliged to make provision for their expected vessels, were reluctantly obliged to yield; and it was not before the second half of April, when new supplies began to show themselves, that any relaxation in the price of cereals was observable.

An absence of rain in the earlier spring months was very detrimental to the grass crops, and a serious deficiency of hay resulted therefrom. The weather subsequently became favourable; and although some of the spring corn had previously suffered beyond recovery, still the harvest in surrounding districts, and likewise in most of the provinces northward, proved on the aggregate satisfactory, both as regards quality and quantity.

The exportation of wheat at this port last year exceeded that of any previous season on record, and that of rye was more than threefold in excess of the largest perennial shipments. This article has now assumed a prominent position among items of the export trade; but with the sole exception of cereals, exports here have languished, and exhibit little variation on the average of preceding years.

An article, the cultivation of which has hitherto been neglected in this quarter, showed itself at a neighbouring port last season, in the shipment from Yeisk of a couple of cargoes of Indian corn. This pulse appears to be well suited to the soil and climate, and may be looked forward to as a valuable addition to the commercial resources of the country.

The abundance of grain and seed grown last summer in this vicinity, did not cause so ample an autumnal provision to be furnished at the shipping ports as might be supposed, the general good harvest having indeed rather diminished than increased autumn supplies, by giving proprietors, farmers, and peasantry full occupation to stack and house their crops, thereby precluding the possibility of thrashing out and forwarding for sale a large proportion of their produce. It was therefore only from this more immediate neighbourhood, and from estates situated near the coast, that new grain could be availed of to any considerable extent, for shipment towards the close of last season; nor can the calls of this trade become freely responded to from the more remote districts before the months of April and May next, when land transport will be practicable, and the rivers open for navigation.

It may not be superfluous to mention here that the Tchernamore province and country, on the line of the Caucasus, so highly favoured with agricultural produce in 1866, were much less fortunate last year; and those localities will be unable to afford any considerable addition to the other resources of this trade up to next harvest.

In the earlier half of last season, business in exports having been of a forced character, was but slightly remunerative to foreign merchants. Owing, however, to the advance of prices abroad, during the last six months, a profitable business was carried on, more especially in the autumn, although scarcity of shipping, with high rates of freight and insurance, towards the close of the navigation, tended much to curtail the benefit of those operations.

The course of these markets, and estimation in which the various export articles were held throughout the past shipping season, will be exposed more in detail under their respective headings, viz.:—

Wheat.—Hard was in good demand during the early part of last year, and fine qualities, which were scarce, eagerly sought after. Purchases of this description opened in January at the excessively high rate of 13 silver roubles per chetwert, or fully 53*s.* per quarter on board. It was assumed at the time that no advance could take place thereon under any circumstances, but before the close of the month, 14½ silver roubles per chetwert, or the proportionate rate of 58*s.* per quarter, had been given; and the same free-on-board cost was submitted to in February and March. A decline of about 2*s.* per quarter became observable in April, and by July prices had fallen back to about 50*s.* per quarter on board, under which superior qualities were not procurable up to the closure of the navigation, although an abundant harvest had in the interim come forward. Inferior descriptions of hard wheat ranged from 42*s.* to 46*s.* per quarter on board until the end of May, when a drop of from 2*s.* to 3*s.* per quarter took place. The free-on-board cost, from June to the termination of the season, was from 38*s.* to 42*s.* per quarter, free on board.

Yhirka, or soft wheat, was firmly held and but little obtainable at the reopening of the navigation last season, when from 9½ to 10½ silver roubles per chetwert were paid for inferior descriptions, equal to from 39*s.* to 42*s.* 6*d.* per quarter, free on board. The superior kinds, shipped principally to France, realized at the same time 11 to 12¼ silver roubles per chetwert, or the equivalent of 44*s.* 6*d.* to 49*s.* per quarter, free on board. Prices did not give way until the middle of June, when the bulk of the inland supplies had come forward. In July, 38*s.* were quoted for inferior, and 45*s.* per quarter, free on board, for the better qualities, since which prices continued to creep up until the closure of this port by frost. At present, free-on-board quotations stand as follows:—

Articles.	Per Chetwert.		Per Quarter.		
	rbls.	co.	£	*s.*	*d.*
Hard Wheat, best	13	00	2	12	4
„ ordinary	11	50	2	6	3
Soft Wheat, best	13	00	2	10	10
„ ordinary ..	12	00	2	7	0

Exceptional fine weather prevailed in this quarter during the entire autumn, which admitted the crops in this neighbourhood to be well harvested, so that the portion of last year's produce which has not yet come to market will probably be brought forward in good condition. The hard wheat generally is of full weight, but deficient in colour. Yhirka unusually heavy, fine in grain, and superior to the production of many preceding years—equal, in fact, to best Mariopol and Berdiansk.

Stocks of wheat at this place, Rostoff inclusive, are estimated at 150,000 quarters, at all the other Azoff ports 170,000 quarters, which quantity cannot be extensively increased before the summer months, most of the supplies in contiguous localities having been, as above mentioned, already brought forward for sale.

Much has been conjectured and said of the effect which the projected railways, when completed, will have on the Russian corn trade, the diminution likely to take place in the cost of transport, and the comparatively low prices whereat British markets can then be supplied with cereals. It has been stated even that Russian wheat might be delivered in England at 30*s.* per quarter. Those who venture to hazard such an opinion can know little of the subject on which they treat, still less of the obstacles to free intercourse and lack of resources existing in the inland districts of this country, where made roads are unknown, capital scarce, and the administration venal. Railways will no doubt afford the means of conveying more rapidly to market, produce grown on lands contiguous to the lines, but this can be only a very small portion of the aggregate supplies; and a short distance from railway stations will, at certain seasons, suffice to act as an irrefrangible barrier. Independent of this, it is well known that conveyance of grain by rail is a very expensive expedient in all parts of the world, and certainly not likely to be less so in Russia than elsewhere; but however efficient may be the railway service, and however low the rates of transport, the productive powers of the country will not soon be increased materially thereby. All surplus produce is now exported; to increase supplies sufficiently in ratio to affect prices will necessitate more extended industry, an augmented population, and also a much wider breadth of culture. These advantages will doubtless accrue to Russia in progress of time; that is, however, no reason why prices should become very sensibly reduced; experience, indeed, would rather indicate a contrary tendency. The quantity of grain now grown in Europe is greatly in excess of what was the case fifteen years ago, nevertheless it is not found that the increased production has depressed prices, a proportionately larger consumption having maintained the equilibrium. However this may be, British markets incur little risk of being inundated with grain from Russia. The United States are by far more capable of bringing about such a contingency by the energy, skill, commercial enterprise, and free action enjoyed by that people. The rye crops of 1866 rendered very ample returns; those of last year, although less abundant, proved to be full average, which circumstance, combined with an unlooked-for active foreign demand, brought the article into prominent notice, and shipments suddenly assumed a notable importance. The depôt that had accumulated during last winter was more considerable than usual at this place, but did not attract attention until the month of April, when purchases opened at 5 s. roubles 75 copecks per chetwert, say 24*s.* per quarter, free on board. An advance equal to 3*s.* per quarter succeeded the first sales, whereat the market was speedily cleared. Supplies that subsequently came forward met with ready buyers at the free-on-board cost of 26*s.* per quarter, which rate was maintained after the new harvest had come round. As the season advanced, the parity of from 31*s.* to 33*s.* per quarter, free on board, were readily obtained for whatever could be collected for autumn shipment. Most of the produce of surrounding districts having been absorbed, the supplies of next spring and summer are expected to be scanty, as the requirements of Northern Russia are likely to turn in that direction a considerable portion of what would otherwise have been brought hither from that quarter.

In the spring of last year barley was demanded, but the quantity offered for sale inconsiderable, and held at the proportionate rate of from

19*s.* to 20*s.* per quarter on board. During the summer months an advance of about 2*s.* per quarter was experienced. Since the harvest, prices have ruled at first-mentioned quotations. Although the result of last harvest is not complained of, little appeared for sale; transactions were languid; and the exportation exceeded, to a trifling extent only, that of 1866.

Oats, which enjoyed so much favour in 1866, were during the past season entirely neglected. The quantity brought forward for sale was restricted, and the last crops unproductive.

Linseed, heretofore one of the most important items of exportation at this port, has not altogether recovered the prejudice occasioned by the unlimited adulteration practised by some of the Greek houses in former years, but is now again growing into more favour, under the conventional system adopted in the British markets to check an heterogeneous admixture. Although the crops of 1866 were not generally abundant, shipments last year were somewhat in excess of those effected during the four preceding seasons. Reports of the last harvest are favourable, and some parcels of fine-quality seed appeared for sale in the autumn. During the ensuing summer a considerable degree of activity may be looked forward to in this branch of industry. Prices did not fluctuate materially through the year, 49*s.* per quarter, free on board, having been the usual quotation. For shipment next summer, contractors demand the parity of 48*s.* per quarter, likewise delivered on board.

For some years past, rapeseed has been in but limited demand, nor has the quantity offered for sale been of importance. Agriculturists are not disposed to cultivate the rapeseed plant, and the spontaneous growth thereof is exceedingly precarious, although at times very luxuriant. Prices ruled at about 7 silver roubles per chetwert, or 27*s.* per quarter, free on board, throughout the past season.

Wools.—Merinoes, the growth of which in adjacent districts is very considerable, was taken principally by inland dealers, or sent for sale to the fairs of Ekaterinoslaff, Poltava, Kharkoff, or Romney, much resorted to by the manufacturers of Moscow, as likewise by foreign consumers of France and Belgium. The few clips bought by this trade were taken at 8½ to 9 silver roubles in full grease, or about 1*s.* 8*d.* to 1*s.* 10*d.* per lb. clean washed on board. Fine wool cannot be delivered at the washeries before June, and the small attraction it appears to possess for Taganrog merchants is owing to the large outlay of capital required for investments in the article, the length of time needed for the manipulation or preparation, and the usual heavy rates of freight, insurance, &c., in the autumn, before which period it cannot be ready for shipment.

Donskoy or common wools were much less in less in request last season than for many past years, and the quantity bought for England (hitherto the principal market) was confined almost exclusively to the long combing descriptions. Of the shorter stapled fleeces, several shipments were made for the United States direct. Italy and France took a portion, the residue went to the inland localities of consumption. In the spring of last year, quotations stood at 11½ silver roubles per poud, say 10*d.* per lb.; they gradually declined since then to 9*d.* per lb., free on board.

Tallow did not enjoy an active demand, and very little was bought for British accounts. French, Italian, and Austrian markets have, for the last year or two, proved more remunerative than those of the United Kingdom for this article. The exportation of last year was under that of 1866, and some of the melters having found an advantageous sale for their live stock, preferred realizing, rather than retain same for melting down, which will in a measure affect the quantity for sale next

season. This tallow trade has remained almost stationary for many years past, and although that of 1866 gave indications of revival, a relapse is again apparent. Early last year, 4½ silver roubles per poud, or 42*l.* per ton, free on board, were paid; since the spring, the price has stood at 40*l.* 10*s.*, and for new tallow the proportion of 41*l.* per ton, on board, is demanded.

Tobacco.—Two kinds are sold for exportation, one of a superior description, cultivated by German colonists in the Saratoff Government, having some resemblance to American tobacco, which sells at 6 silver roubles per poud, about 7*d.* per lb. free on board; the other, common Russian, called "Morkotka," of very coarse leaf, and pungent in nature, procurable at 2½ silver roubles per poud (3⅝*d.* per lb.) on board. The principal drawback appears hitherto to be met with in the preparation, which renders it liable to ferment and spoil on the voyage, now, however, that steamers are frequently employed, the inconvenience referred to may, in a measure, be obviated, and the article attain some importance, although last season's shipments were considerably under those of preceding years. France and Hamburg are apparently the places of destination.

Rags, as previously announced, are unlikely to become of importance here among articles of exportation, nor is the quantity shipped last year indicative of a growing trade; being of a very mixed description, the price paid was limited to 9 silver roubles per poud (or 4*l.* 4*s.* per cwt.) free on board.

Butter.—Siberian melted was in somewhat better repute than for the last year or two, adulteration by an admixture of tallow having become less general. In the early part of last season, 6¼ silver roubles per poud was the current rate, but prices advanced to 7¼ silver roubles towards the close of the year, say from 58*s.* 6*d.* to 67*s.* 10*d.* per cwt. free on board.

Caviar (*Black and Red*) is of interest to the Turkey and Levant trade only; the former is brought principally from the Caspian, and sold at 15 silver roubles per pood (13*s.* 5*d.* per cwt.); the latter is very inferior, and made chiefly on the shores of the Azoff, valued at 2½ silver roubles per poud, or 1*l.* 6*s.* per cwt., free on board.

The aggregate exportation during the last five years was as follows:—

Merchandize.	1863.	1864.	1865.	1866.	1867.
Wheat .. .. qrs.	1,049,157	933,295	961,386	1,183,888	1,336,400
Rye .. .. „	29,651	1,554	4,733	94,952	346,289
Barley .. .. „	10,199	5,153	16,218	70,344	71,748
Oats .. .. „	..	13,424	13,552	75,588	..
Linseed .. .. „	190,658	191,846	146,607	193,227	206,629
Rapeseed.. .. „	17,725	43,755	31,735	12,740	20,650
Wool .. .. lbs.	7,163,496	6,683,400	5,913,720	6,734,304	6,117,264
Tallow .. .. cwts.	66,368	68,820	77,963	102,300	87,240
Butter .. .. „	19,639	34,296	26,410	37,837	53,676
Caviar .. .. „	29,272	14,055	11,903	23,195	22,192
Hides .. .. „	437	826	862	1,149	124
Flour .. .. sacks	6,600	4,500	2,832	7,500	15,900
Macaroni, &c. .. cwts.	2,250	1,954	1,928	1,270	811
Iron .. .. .. „	12,857	11,571	6,380	7,457	6,763
Tobacco .. .. „	..	9,642	5,343	8,794	4,307
Rags .. .. „	..	3,278	3,531	13,594	3,411
Total value in £ sterling	2,952,720	2,633,876	2,301,590	3,358,513	4,726,657

Imports.—Although the volume of imported goods did not, last season, materially exceed those of 1866, the business was of a more lively nature, sales more readily effected, and more remunerative prices obtained. In the description of merchandize imported, however, no alteration worthy of note is perceptible. Dried fruits, olive oil, and Greek wines being, as heretofore, the principal items. Shortly after tea was relieved of prohibition at the sea ports, that article gave promise of rising to some importance, but the subsequent Annual Returns show rather a decrease than otherwise of the quantities than have passed inwards. Agricultural implements, machinery, &c., in like manner, seem to be falling off.

An early revision of the Tariff is promised, and should the new Regulations for the Customs be rendered less complex and more intelligible, and if at the same time duties should be modified to a reasonable extent, a fair opening for manufactures, &c., at this port may be effected. It is not, however, the practice of the Government to simplify. Bureaucratic formalities are dearly cherished, each department of the Administration being so wedded to its own particular labyrinthic formula that nothing of a plain practical character is likely to gain admittance. The alteration made some few years ago in the Guild tax, or regulations for trading, is an admirable specimen of the system referred to. The direct tax was reduced to about one-half the amount previously payable, but on the other hand, clerks employed are now classified, and, of course, taxed according to their standing, independent of which a permit or billet is needed for each separate warehouse, store, or granary, occupied by the same merchant, so that the reduction of impost in one direction is more than compensated by indirect means, and would indeed, if strictly adhered to, become an insupportable burthen. But fortunately, or otherwise, neither merchants nor lawyers, nor the Legislature itself, seem able to propound a clear, definite explanation of the complicated enactments.

American opinions too, having of late deeply imbued the public feeling of this country, it is scarcely to be expected that in political economy any notable divergence from what is practised in the United States will be carried out in the present day.

In the following Table is exhibited the principal articles o importation in the preceding five years, and their estimated value :—

Merchandize.	1863.	1864.	1865.	1866.	1867.
Fruits, dried .. cwts.	122,618	91,502	90,322	23,484	29,929
,, green .. boxes	37,877	31,800	26,914	47,727	39,300
Oil, olive.. .. cwts.	28,327	27,642	35,994	32,971	30,290
Wine, in casks.. galls.	421,344	378,748	194,178	141,286	393,992
,, bottles botls.	30,813	29,800	29,043	30,728	35,100
Porter .. .. ,,	59,141	74,000	9,358	49,014	34,995
Olives .. .. cwts.	4,138	2,803	2,908	5,759	3,896
Sweetmeats, &c. ,,	1,755	2,471	2,819	2,668	3,435
Tea .. .. .. lbs.	135,540	60,840	91,389	86,292	23,436
Coffee .. .. cwts.	2,799	2,475	2,171	1,092	3,236
Sugar .. .. ,,	6,474	..	..	722	..
Pepper .. .. ,,	882	771	256	181	222
Incense .. .. ,,	427	418	445	203	324
Rice .. .. ,,	2,182	964	1,518	695	1,258
Tobacco .. .. ,,	3,292	3,976	2,253	1,755	3,624
Machinery, Implements, Rails, &c. £	65,000	55,100	17,200	35,000	50,540
Scythes .. .. pieces	106,500	2,400	44,137	207,750	148,800
Total value in £ sterling	665,220	544,433	414,006	473,246	590,468

Exchanges.—During the past year, a considerable degree of unsteadiness prevailed, although devoid of those violent oscillations so remarkable in 1866. Merchants were nevertheless greatly perplexed in fixing a basis for their calculations. From the commencement of January to the close of March, quotations ranged between 7 silver roubles 35 copecks and 7 silver roubles 60 copecks per £ sterling. In April, a sudden decline in the rouble value took place, 8 silver roubles per £ sterling being then given. After the close of that month up to July, the course varied from 7 silver roubles 50 copecks to 7 silver roubles 30 copecks per £ sterling. In the whole of the third quarter more steadiness took place, 7 silver roubles 10 copecks to 7 silver roubles 15 copecks being the current rates. After the end of September until the new year, greater uncertainty again overshadowed the money market, and 7 silver roubles 15 copecks to 7 silver roubles 40 copecks per £ sterling were paid; considerable distrust is still entertained. Bankers either cannot, or do not, consider themselves justified in pronouncing an opinion. Should peace continue to be observed, it is probable more steadiness will predominate during the current year than was perceptible in the 12 preceding months, but an outbreak of hostilities in Europe would give rise to a serious perturbation of the exchanges in this country, for although the recent large exportation of grain must in some degree strengthen the hands of the Finance Minister, the evils attending an inconvertible paper currency can be only very partially palliated by a temporary improvement of the revenue, and specie has of late years disappeared altogether from the circulation in Russia.

Shipping and Navigation.—A superabundance of vessels reached this port in the early part of last season, when the granaries were ill provided, and before sufficient produce could be brought forward to supply their required cargoes; much inconvenience to merchants, and detention to ships consequently ensued, and freights were unduly depressed. Charters in January and February had been made at from 8*s.* to 8*s.* 6*d.* per quarter of wheat for the United Kingdom. In April, they receded to 7*s.* 4*d.* per quarter. During May and June, rates were somewhat firmer, but it was not before July, after arrival of the bulk of inland supplies by the barques, that remunerative freights, equal to about 9*s.* 4*d.* per quarter of wheat for England were obtainable; they subsequently continued to advanced up to the last weeks of October, when from 14*s.* to 15*s.* per quarter of wheat were paid for British and continental ports. The difficulties attending late autumn shipments in the Azoff together with a heavy insurance premium then rendered shipping undesirable, and the latest charters were effected at the proportionate rate of 11*s.* per quarter of wheat.

British shipping is again growing more into favour, and the amount of tonnage employed at this port last year was not only in excess of any previous annual period, but likewise gained proportionately on that under the Greek and Italian flags, which at one time appeared likely to monopolise the carrying trade of the Azoff. This change may be attributed, in a great measure to an improved class of shipmasters now in command of the British vessels that visit this port, for whereas complaints were formerly frequent of the undue detention of lighters in discharging, negligence in the care of goods under transhipment, and an unaccommodating spirit when difficulties or accidents occurred, dissatisfaction is very rarely now expressed. The masters too, with some exceptions, occupy themselves assiduously on board, instead of wasting time, squandering money, and committing unseemly excesses on shore. Between masters and their crews, unhappily, there does not exist at all times that good feeling and harmony so conducive to discipline on ship-board, and

so necessary for the welfare and the comfort of all parties, the general complaint of the former being that they have no power to deal with, nor control over unruly members of their crews; that competent good British seamen are not to be met with in the present day, attributable principally to a relaxation in the regulations as regards apprentices, by whom was heretofore formed a nursery and nucleus of the most approved sailors; and that foreign seamen, when obtainable, are more efficient and more obedient. The unnecessarily harsh treatment of masters is the usual offset of seamen.

Italian shipmasters and ships continue in the enjoyment of high favour at this port, and north country shipping is also held in good estimation.

Steamers for the first time in the annals of this foreign trade assumed last year a somewhat important feature; no less than 14 steam vessels, 8,192 tons under British colours, having loaded at Taganrog. Considering the want of accommodation at this port for speedily effecting shipments, it is a matter of surprise that those cargoes could have been supplied without incurring serious claims for demurrage.

It may not be superfluous to mention that, during the last few years, several persons have established at the Azoff ports ostensibly as ship-brokers, whereas, in reality, they are nothing, more or less, than jobbers or speculators in freights, seeking their advantage by anticipating the requirements of merchants or the necessities of the trade. If these parties possessed means that would enable them to bear occasional heavy losses, little need be adduced in their disparagement, but most of them, having nothing to fall back on, or in reserve against unsuccessful operations arising from miscalculation, it behoves owners and shipmasters to be careful with whom they charter. By ceding their vessels to irresponsible persons, they become bound without any adequate compensation. Should freights decline, the chances are their ships will remain without cargoes. If, on the other hand, rates advance, these so-called ship-brokers take all the benefit to themselves. It is surprising ship-masters, but more especially shipowners, should be willing to countenance a system so fraught with danger, and in every respect detrimental to their own interests.

For ships to arrive here at first open-water next spring, a freight of 8*s.* per quarter of wheat for the United Kingdom has been accepted, but those calculated to reach this port in June obtain 8*s.* 6*d.* to 9*s.* per quarter of wheat for the same destination.

In the following Table is exposed the movement of all shipping engaged in foreign trade at this place during the last five years:—

Nationality.	1863.		1864.		1865.		1866.		1867.	
	Ships.	Tons.	Ships.	Tons.	Ships.	Tons.	Ships.	Tons.	Ships.	Tons.
British	138	39,378	166	46,679	130	38,381	176	52,644	239	78,392
Russian	69	13,886	78	14,338	51	12,134	62	15,221	65	15,942
Greek	261	63,264	275	63,699	247	58,673	396	93,294	302	68,805
Italian	246	6,607	166	48,527	183	49,825	240	73,048	262	84,567
French	18	3,687	55	10,819	39	7,606	20	4,040	18	4,062
Austrian	32	0,205	7	2,841	22	7,609	8	2,272	28	11,154
Prussian	12	3,477	..	..	9	4,036	14	5,590	28	12,763
Mecklenburg	34	7,294	22	4,929	22	5,292	25	7,288	46	14,104
Swedish and Norwegian	20	6,520	12	3,795	29	10,373	24	10,034	53	18,838
Turkish	44	2,100	27	1,255	31	1,376	50	2,854	33	2,360
Moldavian and Walachian	2	379	..	..	..	..	2	164	2	426
Samiotte	4	619	3	416	..	..	3	309	1	228
Servian	..	..	..	..	..	..	..	..	1	159
Danish	1	131	..	..	..	..	..	..	..	..
Belgium	1	567	2	955	1	602	2	2,324	2	2,324
Dutch	..	..	1	155	..	..	..	..	..	..
Sundries	2	474	3	857	2	812	2	665	1	134
Total	884	218,583	817	199,265	766	196,719	1,024	269,747	1,081	314,258

Lighthouses and Beacons.—The sole addition made to those heretofore existing is that of a red buoy, placed in the course of last summer outside the beacon standing on the spit projecting from the Berdiansk Lighthouse, the shoal off that point having latterly increased. No lights nor beacons have yet been erected on the opposite coast, but the passages to this place being indifferently well buoyed, the absence of such is not much felt, and accidents are unfrequent.

Harbours.—The Sea of Azoff is singularly deficient of so essential a convenience, foreign shipping being entirely without shelter or place of refuge. The interminable Taganrog Mole has been again taken in hand, at the instance of our indefatigable Governor, Vice-Admiral Schestackoff, and the works are already commenced; but it does not appear that even when finished the said Mole can be of much benefit to any but coasting vessels, the depth of water being insufficient to admit the approach of ships, and the construction of a break-water of sufficient extent to prove of utility would necessitate a greater outlay than the municipal finances will bear, or than the Crown would be likely to sanction.

Banking Establishments.—The Municipal Bank, which commands only a restricted capital, is the sole establishment of the kind at present existing at this place; being conducted on sound and economical principles, it works with benefit to itself and to the local traders, but is of no assistance to foreign commercial houses. The St. Petersburg Imperial Commercial Bank opened an office here some few years since, but with powers too restricted for mercantile requirements, and the said office was closed. Intelligence has now reached of a decision recently come to at St. Petersburg, for establishing a permanent branch bank at Taganrog in the current year, on the basis of that at Odessa, which cannot fail to be of considerable advantage to this commercial community, entirely dependent at present on St. Petersburg and Odessa for financial supplies, at great inconvenience, and a serious loss of time.

Public Works and Undertakings.—With the exception of the Mole already referred to, there is little to notify not detailed in previous annual trade reports. A project for lighting the streets is, however, a a new indication of progress. MM. Dessemond and Moscetti, who have latterly undertaken similar works at Novo Tcherkask and Rostoff, have made arrangements with the municipality of this place for lighting the town with gas, and it is understood operations are forthwith to be commenced. Had it been determined at the same time to supply Taganrog with good water, as proposed by said contractors, the advantage would have been immeasurably more beneficial, and an inappreciable public good. But, unaccountable as it may appear, this last-mentioned undertaking is not appreciated by the more wealthy householders, who have evinced a want of public spirit unknown, it may be hoped, in any other city of the empire.

Government has decided that a Court of Assize shall be opened at Taganrog shortly, and the reformed system of judicature commenced, when this place will become the chief district locality for the administration of justice. A building having been already appropriated for the purpose in question, no doubt is entertained that the said Court will commence sitting in the course of some months.

A railway from the Don Cossack station at Aksai to Rostoff has not only been determined on, but actually commenced, before the public became aware of the decision. The unwonted promptitude with which this scheme has been adopted and put in execution, leads to the inference that Government is the principal promoter, although a Russian contractor, M. Poliakoff, is said to be the ostensible party. This railway will connect Rostoff with the coal-fields in the vicinity of Scherkask,

and join the Voronege line, now under construction for that destination. There seems at present no idea of its being continued onward to Taganrog, a clear indication that advancements of trade is not the main object. It is supposed the line eventually will cross the Don at Rostoff, thence proceed round the extremity to the southern side of the Azoff, and onward in a westerly direction to Anapa, on the Black Sea, pursuant to a plan suggested by the Grand Duke Michael, Imperial Lieutenant at Tiflis.

Agriculture.—It should not be inferred that the large production of grain in these parts for the last two years is attributable to an improved system of cultivation. In this portion of the empire land generally is unexhausted and exceedingly fertile, requiring nothing but adequate moisture and tolerably good husbandry, to insure abundant crops. The deep furrough plough of Messrs. Ransomes and Sims, has been found very effective, and is extensively employed; other improved implements for clearing and pulverising the soil are likewise made use of on many of the well-organised estates, where attention is paid also to a proper selection of seed. But beyond such ordinary solicitude towards amendment, no movement is apparent, nor do any efforts seem to be made to obviate the aridity of the climate by plantation of trees, or throwing dams across ravines and declivities, for utilising the water that runs to waste during the moist seasons of the year. Steam-thrashing machines, now in common use, although of much service as a substitute for manual labour, and preparing more speedily grain for market, do not tend to increase production.

The emancipated serfs are peaceably settling down, and their labour will in the course of a few years sensibly increase the volume of agricultural productions.

Population and Industry.—Without statistical information there is no precise data to rely on. The usual computation of annual births is 5 per cent. of the fixed residents, and 3 per cent. of deaths, the greatest mortality being among infants up to five years of age. Migration is considerable, numerous labourers being attracted hither from Central Russia to engage in town and field labour during summer, and at the fisheries in winter, but they have to return to their respective places of abode on the expiration of the term for leave of absence. The urban population generally is a very improvident class, prone to inebriety and other reprehensible habits, which is much promoted by the low price of spirituous liquors, and the numerous licensed drinking houses.

The only new opening to industry is the establishment of Mr. James Graham at Rostoff, for making agricultural implements, sifting machines, &c., which gives employment to a considerable number of artisans, and is actively and beneficially worked.

Taganrog, January 24, 1868.

SPAIN.

ALICANTE.

Report by Mr. Consul Barrie on the Trade and Commerce of Alicante, for the Year 1867.

The following returns of trade at this port during the past year show that it has not improved, and that the commercial crisis in this country has not abated.

	Ships.	Tons.	Value of Imports.	Value of Exports.
British shipping—			£	£
1865	107	18,915	62,144	61,107
1866	108	27,295	51,854	33,593
1867	108	24,039	34,833	43,344
Spanish shipping—				
1865	464	123,142	Unknown	Unknown
1866	448	98,298	„	„
1867	556	103,154	„	„
Other nations—				
1865	225	49,563	199,717	104,632
1866	117	31,127	123,030	24,188
1867	107	30,863	76,143	28,406

According to a statement furnished to me by the Comptroller of Customs, the duties levied on goods imported, together with navigation and sanitary dues, were—

	£
1865	105,456
1866	93,590
1867	70,752

In this statement the duties on railway material and fuel are not included, the importation being allowed free. The duties imposed on articles exported amounted in 1867 to 1,161*l.*

In the principal article of exportation, viz., Esparto grass, there has been a considerable falling off, only 2,513 tons having been shipped, against 7,000 in 1866. This is owing to the difficulty of obtaining vessels, as without pressing the grass they cannot stow enough to insure a remunerative freight. Large stores of it are collected here, and the difficulty is expected to be overcome by the use of hydraulic presses now in course of erection.

The chief article of importation from Great Britain, coal, has diminished considerably in British vessels, from 29,588 to 21,955 tons, and it is probable that the centre of Spain will soon be supplied with coal and coke from the mines of Belmez and Espiel, in the province of Córdoba, a railway to connect them with the Andalusian line having just been finished.

During the whole of the year 1867, and up to the 14th of January last, an observation of three days was imposed on all vessels from ports in Europe, and in many cases a quarantine of ten days at the Lazaretto of Mahon, a measure which has unquestionably been highly prejudicial to commerce, and of very doubtful utility. The carrying trade of steamers

from Marseilles to this port has consequently greatly diminished, goods being sent by rail from Bayonne to Madrid, as no quarantine was imposed by land.

The works for enlarging and finishing the mole and countermole are near their conclusion, and vessels drawing 22 feet can freely discharge at the former.

In this consular district the prospects of the next grain harvest were very gloomy till within the last three weeks, when an abundant fall of rain has reanimated the parched fields, and given hopes of a middling harvest.

An important member of the House of Commons in passing through this town recently, asked me some questions with regard to the Foundling Hospital established here, some details of which I was unable at the moment to answer. He observed that it was a question much mooted at present in England, whether such establishments did not tend to the encouragement of immorality; and he was desirous to learn my opinion of how the system worked in this country. I answered that this was a subject which had also some few opponents here, but that I considered these establishments to be of immense utility on the score of humanity, the odious crime of infanticide being almost unknown here, and in a country so thinly populated as Spain, I considered them to be of great political utility.

I have since made minute enquiries on the subject, from which I have learnt that previous to 1849 the municipality supported a small house of maternity, aided by subscriptions from many ladies, who formed an association which had the direction of the establishment; but in that year a law was formed ordaining that in the capital of each province all charitable institutions and provincial roads should be under the charge of the Civil Governor and a special junta, and maintained by a tax voted by the provincial deputation, which is composed of one member elected by each of the districts, and which assembles in the capital for a few days twice a-year.

In consequence or this law, a convent which had formerly been of Capuchin Friars was prepared, with large additions, and it is now denominated the "House of Mercy, Foundlings, Maternity, Orphans, and Aged Persons." On the 31st of December last, it had under its charge 941 children of both sexes, under three years of age, which were given out to nurse, for each of which 30 dollars a-year are paid for the first two years, and 24 dollars for the third year, at the expiration of which it is optional with the nurses to return the children to the establishment, or adopt them, and to the great credit of the lower classes this last is usually done, with the exception of about 5 per cent. Within the walls I found 38 children under three years of age, tended by internal nurses, and 234 of both sexes above that age. The deaths of children internal and external during the year 1867 amounted to 160.

In another part of the edifice there were 47 very old men and 41 old women, several of whom were blind, and in a reserved part of the building women, after the seventh month of pregnancy, are secretly received and humanely tended till their recovery. The most scrupulous cleanliness and comfort pervades the whole establishment, which is managed by a director, a secretary and clerk, a chaplain, schoolmaster, and 12 Sisters of Charity, under the control of the governor and the junta, who meet once a-week. This junta consists of the Bishop or his delegate, two other ecclesiastics, two fathers of families, the provincial deputy for the district, and one of the members of the municipality. Their services are gratuitous.

The boys are taught some art or industry in workshops within the

walls, such as carpenters, shoemakers, tailors, weavers, sandalmakers, &c., and a very good band of music has been formed, which plays on the public walks once a-week, and is reckoned an excellent school for musicians. There is no fixed age for leaving the establishment, but it usually takes place when the boys are fit to be apprenticed, and the girls to serve in private houses. When offers of marriage are made to the latter an outfit of 20 dollars is given to each, and the director informed me that during the month of December last five such offers had been made, and from the investigations always instituted regarding the conduct of the proposers, the consent of the junta would, he believed, be given.

In the larger towns of the province there are receiving houses appointed, but it almost never occurs that the infants have to be brought here, as the wives of labourers who have lost their own children are always desirous to obtain a substitute, to which they soon become attached. There are 142 towns in the province, which contains 421,304 inhabitants.

The total expenses of the establishment defrayed by the province amounted in 1867 to 41,546 dollars.

VALENCIA.

The trade of Valencia with foreign countries has somewhat declined during the year 1867, owing to the same causes of general depression felt over the whole of Spain.

A smaller number of British vessels has visited the port, but being mostly steamers the aggregate tonnage is larger.

Most of these steamers, after discharging their cargoes of coals, have loaded cargoes of oranges for the United Kingdom, a trade formerly unknown in this port, but which of late years has assumed considerable importance, and is on the increase, the Valencia oranges having become in English ports considerable rivals to those from St. Michaels. The exportation has been as follows:—Crop of 1865-66, 345,860; 1866-67, 239,958 cases of about 500 oranges on an average. Last year the crop was destroyed to a great extent in the month of March.

The harbour of Valencia, which is nearly completed, admits ships drawing about 20 feet. With N. E. winds the entrance is rather difficult; otherwise it is safe. In March two large British vessels and an American one were lost at anchor in the bay, in a hurricane from the N. E., of a violence seldom witnessed here. In ordinary occasions ships having good ground tackle run no danger in the roads.

DENIA.

Is limited to exportation, and to the importation of timber and fuel. In 1867 the value of raisins exported under all flags, and chiefly to Great Britain, was 208,958*l.*, and of importation 8,750*l.*

JABEA.

Is a port of exportation solely. In the last year that of raisins amounted to 48,196*l.*

TORREVIEJA.

Limited to exportation of salt and agricultural produce, the value of which in 1867 was 53,334*l.* sterling.

Alicante, February 27, 1868.

CADIZ AND ANDALUSIA.

Report by Mr. Consul Graham-Dunlop on the Trade and Commerce of Andalusia, for the Year 1867, *with Remarks on Present State of Spanish Finances.*

Commercial men and capitalists in the Andalusian towns seem at present to have more confidence in the Spanish Government securities than at any time during many years, and assert that more Government "paper" is held now throughout the South of Spain than for the last 30 months; but in recurring to the financial condition of Spain, as a new year has opened on her, with new hopes, fears, and prospects, and whilst referring to my last Consular Reports, which touch on this subject, as it effects the province of Andalusia, and whilst offering a few observations on Spanish affairs in general, I would solicit attention to the peculiar state of the Money Market existing just now in Europe and America, and to the exceptional conditions in which many countries at present find themselves in respect of their public loans.

Money is plentiful, but the public credit of Government loans, and their value, have not generally risen in a degree proportionate to the abundance of specie. Many Governments want funds (Spain among the rest), but hesitation pervades the universal public as to lending freely to any Government, even in countries where the patriotic feeling is intense; and wherever credit has been shaken, or where it has for long been feeble, the monetary difficulties of borrowing countries are reflected back on each other, and with double force on those of them whose funds have been injudiciously or ignorantly managed, or have got into confusion with foreign creditors. Thus Spain has suffered in her finances, her commerce, and her shipping, for her seaports depend for their prosperity greatly on her public credit; and although Andalusia holds its position as the portion of Spain whence the greatest value of exports is shipped, yet Andalusia could export more wine, fruit, mineral ores, and salt, were Spain borrowing her Government loans at a cheaper rate. I would presume, therefore, to offer a few casual remarks on financial affairs in Spain, as affecting the general commerce of the country, and preface them by a brief notice of several recent advantageous reforms and changes at Madrid.

The principal alterations which have taken place during the course of 1867, and also the most important financial and other measures which have been adopted, or fully ventilated, with a view to adoption, are as follows, viz.:—

1. In one very material respect the state of the country is much more satisfactory than it was this time last year. We were then in daily fear of a serious revolution, which at length broke out in Arragon and Catalonia in August. It was speedily crushed by the Government; and Marshal Narvaez earned the applause of all parties by the clemency displayed after the victory. None suffered death; those who were banished from their homes during the outbreak were soon allowed to return, and a general amnesty has since been proclaimed for all, excepting the few officers who had persistently remained in exile, and failed to report themselves and claim the proffered pardon. All fears of any further serious insurrection have, for the present, happily disappeared; the

political atmosphere seems cleared, as by the bursting of a thunder-storm, and it is several years since the feeling of security against the repetition of such scenes has been as complete as now. Up to a certain point, the state of public credit is certainly better than in February and March of 1867.

2. The scarcity of last year's harvest has pressed heavily on all classes, and grain and flour everywhere maintain an unusually high price. Notwithstanding the abolition of the import duties on corn the quantity imported from abroad has, however, been but small, no doubt in consequence of the equally high prices ruling in other parts of Europe. The amount of wheat imported between August 22nd, 1867, and January 20th, 1868, was only 153,000 quarters, equal 437,900 hectolitres; and of flour, 241,100 English cwt., or about 12,593,332 kilogrammes; the officially-estimated value of the former is 564,650*l.* sterling, and of the latter, 109,500*l.* sterling, together 674,150*l.* sterling.

3. The stagnation in general trade continues, and, as in the rest of Europe, the result has been to occasion an unprecedented accumulation of specie in the principal cities of Spain, especially at Madrid and Barcelona (at Cadiz and Seville not so much proportionately). The Bank of Spain at Madrid is just now (beginning of February) so much at a loss to find employment for the money which fills their coffers, now that the Treasury has no further need to apply to that establishment for loans, as was so frequently the case heretofore, that they recently applied to the Government for permission to reduce their share-capital by no less than 800,000*l.* sterling; but the Minister of Finance refused to accede to the request, pressing the Bank directors, on the other hand, to invest the same sum in the Three per Cent. Spanish Consolidated Stock, which he proposes should thenceforth be made intransferable, and serve as a guarantee for the issue of notes, somewhat (as regards the guarantee) on the plan of the Bank of England. M. Barzanallana's proposal is far from being acceptable to the Bank directors, but he has, nevertheless, very lately proceeded to present a bill to the Cortes, by which it is intended to "grant authority to the Bank" to employ that portion of its funds in the way described. It is supposed that, if the directors should avail themselves of this privilege, the purchase of so large a quantity of stock would greatly raise the price of the Spanish funds. The Bank of Spain had been previously empowered by Royal decree to collect all the direct taxes throughout the country in accordance with the terms of the Budget of last year.

4. As a further measure calculated to improve the price of the public funds, the Minister of Finance has recently lowered the rate of interest on deposits in the "Caisse des Dépôts;" but such is the glut of unemployed capital that it has not had the slightest effect in diminishing the amounts deposited there, which, according to the last returns, exceed 13,000,000*l.* sterling in cash, and 27,000,000*l.* sterling in Government securities. I consider this fact peculiarly favourable to a hopeful view of Spanish finance.

5. A sum of 76,000*l.* sterling has just been voted by the Cortes for the conversion of 100,000 muskets into breech-loaders; and a contract has been passed for the conversion of 50,000 on Bardon's system, at 15*s.* 9*d.* per musket. A committee has been appointed to examine the best system to adopt for their permanent arm, and it seems that the choice lies now between the Chassepôt and the Remington breech-loader.

6. The English firm which last year undertook to carry the mails and passengers between Cadiz and the Havana for a term of eight years, after 1st January last, with a subsidy from the Government of 4,000*l.*

per voyage out and home, failed to supply the requisite steamers, and are understood here to have forfeited their caution money of 20,000*l.* sterling. A new public building is accordingly commenced for the 21st of March, and meanwhile the business and profits remain in the country; and Messrs. Lopez and Co.'s steamers continue to ply, and carry the mails between the two ports as formerly. An idea prevails that the French West India Mail Company are desirous of amalgamating their business with the carriers of the Spanish Government mails; but until after March nothing will be settled. It would of course be better for Spain were the Spanish line to continue.

7. An authorised statement has been published at Madrid, showing that during the financial year which terminated on the 30th June, 1867, the value of the national property sold throughout Spain amounted to 6,138,054*l.* sterling.

8. The Customs' duties received during the seven months of the present financial year, which ended on the 31st January last, exceeded those of a similar period during the previous year by 16,300*l.* sterling. During the same period the revenue derived from the Octroi exceeded that of the previous year by the sum of 40,400*l.* sterling, and the hope is expressed that this may be a symptom of a coming revival of prosperity. On this head, however, I have before called notice to the scandalous tyranny and abuse of power which accompanies the collection of the Octroi duties throughout Spain. The general conduct of the collectors at the town gates and railway stations is very reprehensible, and ought to be sharply dealt with. Spaniards are patient under such sufferings, but the present mode of collecting Octroi duties impedes internal trade and intercourse.

Chief Measures proposed in, or already passed by, the Cortes now sitting.

The session was opened on the 27th December last, and, thanks to the new regulations, limiting the number of speeches on all questions, the members very soon got to business. The following bills have already (amongst others) been submitted for discussion, and will probably soon become law.

1. A bill for the further extension of primary instruction. It is scarcely known out of Spain what honest steps have been made in late years throughout the country towards a better system of education. In 1832 there were only 700 primary schools in the whole kingdom; in 1839 there were still only 900, whilst in 1860 there were already 24,353, and it is estimated that there are now fully 30,000 primary schools, attended by upwards of 1,300,000 children, of whom about two-thirds are boys, and one-third girls. Many of these schools are little more than what we should call "infant schools," and the "teaching" is of the most primary possible; but the children always learn something, even by rote. By the new law it is proposed to make the education of all children as nearly compulsory as possible, without being entirely so. Parents who fail to send their children to school are prohibited from receiving any employment or any pay from the parish or any other public funds, and their names are to be published in a way to make it as discreditable to them as possible. The expenses of the schools, as heretofore, is to be met almost or altogether from local or municipal funds. In all towns or villages with more than 500 inhabitants, the schoolmasters are required to be educated specially for their profession, and to pass an examination in the subjects taught at the primary schools; whilst in the

villages with less than 500 inhabitants the parish priests are to be charged with the duties of the school, wherever there is no certificated master to be obtained.

2. A bill for the establishment of a military rural guard for the protection of property, on the same system as the very excellent "guardia-civil," to which the general security of travellers on the high roads has long been entirely due.

3. A bill regulating the promotion of all employés in the public offices by seniority, unless in special cases of an exceptional nature, and in cases of exceptional merit.

4. A bill (as afore-mentioned) authorising the Bank of Spain to invest 800,000*l.* sterling of their capital in Three per Cent. and Deferred Stock, as well as to create branch establishments in several of the cities of Spain, and to give more extended currency to their notes, which at present have no circulation beyond the limits of Madrid. I greatly approve of the latter provisions of this bill, but the notes issued ought, of course, to be regularly submitted to the specie-test, and be payable at all principal branches in gold and silver coin.

5. A bill granting a subvention of 250,000*l.* sterling to the Arragon Canal, in lieu of a variety of confused privileges which were ignorantly given many years ago to the original owners of the concession. The works of this important irrigation canal are said to be rapidly advancing. It is being constructed chiefly with French and (some) English capital.

6. A bill to facilitate the adjustment and settlement of railway questions, in all cases, when the companies fail to pay the interest on their obligations, giving the holders of debentures a voice in the arrangement of such companies; and, under certain circumstances, if amicable settlements should prove to be impossible, to allow of the concessions being rescinded, and the railways sold to the highest bidder, or handed over to the debenture holders and other preferential creditors in case of no purchaser coming forward. It appears to me that much benefit will ensue should this bill be carried in its integrity. At any rate the Spanish public must benefit by it; although it is certain that many unfortunate French shareholders in Spanish lines will more or less suffer.

7. A bill for modifying the present law of mines. This bill will be very beneficial in Andalusia, especially in the Cordova and Huelva districts.

The Budget.

The Budget was presented to the Cortes on the 30th of January, preceded by a lucid report in which the Marquis Barzanallana recapitulates the present state of the finances of Spain, and relates all that has been done by him in the course of the last year. At the time of presenting his Budget twelve months ago, a state of great uneasiness prevailed with regard to the finances of the country, owing to the general feeling that the revenue had been uninterruptedly falling off, and the expenditure exceeding the revenues during the preceding years. Senor Barzanallana was bold enough to grapple with the difficulty, and publicly to acknowledge that a radical change in the estimates had become necessary. He accordingly started with the declaration that it was requisite to calculate on a reduction from the previous year's estimated revenue of no less than 1,757,293*l.* sterling, as well as an excess in the expenditure of about 1,242,000*l.* sterling, which two sums together represented a deficiency in the preceding year of 3,000,000*l.* sterling. By means of very large reductions in the general expenses, and some additional taxes, Senor Barzanallana was, however, able to reduce this for the year 1867-8 to about 700,000*l.* sterling, and now his firmness on that occasion has been rewarded by

his being able to make the satisfactory announcement that the real deficiency will be less than he anticipated.

The total revenue for 1868-9 is estimated by him at 25,820,048*l.* sterling; total expenditure, 26,300,530*l.* sterling; estimated deficiency for the year 1868, 480,482*l.* sterling.

The most interesting statement contained in the "preàmbule" to the Budget is, however, that relating to the final settlement of the long-pending questions with the foreign creditors of Spain. The "passives" and "certificates" of coupons have at length been the subject of an arrangement by means of a conversion into Three per Cent. Spanish Consols, and a few weeks will now probably suffice to terminate the said "settlement" with the creditors, by handing over the last new stock to them; immediately after which the Stock Exchange of London, and the "Bourses" of Paris, Amsterdam, Frankfort, &c., are expected positively to remove the ban which for many years has excluded all new Spanish securities from public sale and quotation in the official lists of those money markets. Of this matter I shall write further on; but no doubt exists that Senor Barzanallana has acted well in the matter, and far better than would have been in the power of many an ordinary Spanish Minister.

The Amortizable Bonds presented for conversion in London, Paris, Amsterdam, and Madrid, amount altogether to 12,120,063*l.* sterling, of which 5,604,240*l.* sterling is of the exterior class, which was that known in London as the "Spanish Passives." 343,140*l.* sterling of this class, or about six per cent. of the whole, has not been presented; but it can easily be understood that during the 17 years which have elapsed since their first creation, that amount of bonds may have been either lost, mislaid, or destroyed, so that, in one sense, the conversion may be considered to be complete. The sum received by the Government from the bondholders in cash, according to the terms of the settlement, amounts to 3,680,838*l.* sterling, which together with 4,350,000*l.* sterling, which were obtained by the loan on mortgage notes made last November, has supplied the Government with a fund of 8,030,000*l.* sterling, wherewith, it is stated, the Treasury has had more than sufficient to pay off all the outstanding liabilities, as well as the numerous small sums of loans, which had been found necessary in the course of the last two or three years.

It is added that, although the Finance Minister was empowered by the Budget of last year to raise a loan of 4,000,000*l.* sterling on Three per Cent. Stock, this has been found unnecessary.

The amount of the new Three per Cent. Stock issued for the conversion of the "Passive Bonds" is 19,589,092*l.* sterling, of which the largest part is in "exterior," and the remainder in "interior" consolidated debt. The certificates required a further issue of 4,863,720*l.* sterling, and yet such has been the favourable result of the settlement being at length made, that even so enormous an issue of new stock, instead of lowering its market value, has had the effect of raising the price of the interior debt from 33, at which it stood a year ago, to 36-37, which is its present price. That of the exterior debt is now 38.

It is the custom of Spanish Finance Ministers to introduce into their Budget a number of collateral matters; and thus M. Barzanallana has, in the same document, announced the intention of the Government to establish territorial Banks, similar to the Credit Foncier in France, which will be an immense boon to the agricultural classes, who have hitherto, as I have remarked in former Reports, been obliged to pay usurious rates of interest, whenever they required to borrow money on mortgage of their produce or property. He likewise announces that the railway companies

shall receive some further aid from the State, in order to assist them in their present difficulties; but I do not see my way clearly to approve this ambiguous and doubtful indulgence. He had better let all badly managed railways be sold to those who will buy them cheap, and make them pay by better care and economy. Authority is also asked from the Cortes to enable the Government to sell the State forests, which have hitherto been excluded from the effects of the general law of disamortization. It is estimated that there are about 1,000,000 acres of these forests, and their sale will supply the Government with a very large sum of money. The first of the mortgage notes (*billetes-hipotecarios*) were issued about five years ago, and have been now nearly all paid off. The second loan of the same kind, for 5,000,000*l.* sterling, which was issued last November, will in the same way be paid off in a few years, from the proceeds of the sales of national property. The new Three per Cent. Stock, issued to the Passive Bondholders, does not increase the burthens of the Treasury, inasmuch as the interest thereon is no more than the sum which has been hitherto applied to the annual amortization of those bonds ever since 1861.

The strength of the army is fixed by the same Bill at 80,000 men; that of the navy is shown by the annexed Tabular Statement, marked B. A credit is asked of 145,690*l.* for the further expenses of the war in the Pacific, in case it should continue.

No alteration is proposed in the taxes imposed by the Budget of last year. And, lastly, the Government asks to be authorised to continue to introduce every possible reduction in the general expenditure of the country, even upon such items as are now included in the following Estimates:—

ESTIMATES for the Years 1867-8, and 1868-9.

	1867-68.	1868-69.
1.—EXPENDITURE.	£	£
General Charges of the State.		
Section 1. Civil List	458,500	458,500
„ 2. Cortes	26,964	22,573
„ 3. Interest of Public Debt	6,778,187	6,735,584
„ 4. Compensations (Cargas de Justicia)	150,877	151,277
„ 5. Pensions	1,621,786	1,635,306
Charges of the Ministerial Departments.		
Section 1. Presidency of the Council of Ministers	69,228	66,842
„ 2. Ministry of Foreign Affairs	144,637	137,965
„ 3. „ Grace and Justice	2,106,635	2,107,941
„ 4. „ War	3,805,380	3,712,213
„ 5. „ Marine	1,087,090	858,544
„ 6. „ Interior	946,375	917,536
„ 7. „ Public Works	1,884 360	1,902,545
„ 8. „ Finance	4,744,689	4,444,349
„ 9. „ Colonies	15,115	15,167
„ 10. Expenses incurred in the sale of National property	2,554,934	3,134,186
Total	26,394,677	26,300,528

NOTE.—In the whole of the above Report, for convenience, 100 Spanish reals have been taken as equal to 1*l.* The ordinary exchange is only 96 or 97 reals to the pound sterling.

Estimates, &c.—*continued.*

	1867–68.	1868–69.
2.—Revenue.	£	£
Direct Taxes	5,488,300	7,037,800
Indirect Taxes and Fortuitous Resources	4,825,058	4,788,471
Stamps and Government Monopolies	8,240,296	8,284,090
Properties and Rights of the State:—		
By produce of Mines, &c.	760,389	755,322
By Sale of National Property	3,475,955	3,475,354
Surplus Colonial Revenues	1,247,828	1,339,011
Special Resources of the Treasury	150,000	140,000
New Taxes	1,500,000	*
Total	25,687,817	25,820,048
Balance.		
Total estimated Expenditure	26,394,677	26,300,528
„ Revenue	25,687,817	25,820,048
Deficiency	706,860	480,480

* Included above under the head of Direct Taxes.

There are two things especially to be admired in Senor Barzanallana's mode of stating his financial proposals. First, he succeeds in making his Budget clearer than any former Minister in Spain; and, secondly, he does not bore us to death with bombastic exaggerations of the "inexhaustible resources" of the country. No one can deny that, taking the best view we can of the finances of Spain, they are still in a confused and unhealthy state; and the Minister has acted wisely in not asserting that they are otherwise. As to the resources of Spain, they are respectable and considerable, but far from inexhaustible; and are very unattainable and useless in many ways to the Spaniards, from the scant population throughout the country. To make the resources of Spain very available, a population of 25,000,000 is requisite, and she has on the mainland little more than 15,000 000.

Many articles upon the finances of Spain have of late occupied the columns of the French, Belgian, and some English newspapers; and fault has been found with Senor Barzanallana for his recent acts; but on the whole I must confess that the settlement made with the "Passive" bondholders has been not unfavourable for them, and far more advantageous than that of the "Certificates."

There was an excellent pamphlet published in English last December, under the auspices of the Madrid Minister, which replied very distinctly, and at some length, to objections and remarks made by Mr. Isherwood. The arguments used in this pamphlet appeared to me convincing and satisfactory.

I may here add that the measure proposed by Senor Barzanallana to the Bank of Spain is just at this moment (as I write) meeting with the greatest opposition from the Directors, who have hitherto got 15 or 20 and even 30 per cent. profit for their shareholders, and who do not like to be reduced to gaining only 8 or 9 per cent. on so large a portion of their capital as 800,000*l.* sterling. It is even rumoured at Madrid that the project would have to be withdrawn, and that Barzanallana should retire from the Ministry; but I hope that such will not take place, for the sake of his country. He has had a most difficult and hard fight, and he cer-

tainly was the best friend that the foreign bondholders and creditors had amongst the Spaniards. It ought not to be forgotten how thoroughly and entirely public opinion in Spain was against *any* compromise. This made it excessively difficult for any Minister to approach the subject without being suspected of an unfair or dishonest motive. Much praise is also due to Alonzo Martinez, and the O'Donnell Government and their party, who first passed the law of settlement, and thus facilitated matters for Barzanallana and his chief, Marshal Narvaez.

I have tried in the foregoing to give my ideas of the general opinion in the South of Spain respecting the finances of the country as they stand. As to the opening of the London and Paris Exchanges for all Spanish securities, I confess that three years since, when first appointed to my post here, and on commencing a serious examination into Spanish finances, I thought that no question whatever could exist as to the propriety of the Stock Exchange and the Bourse shutting their doors against the admission of Spanish securities. I was not then aware, so fully as now, of the difficulty which an enlightened or honourable Spanish Minister always has in opposing public opinion and recognised ideas; nor was I aware of the strange and unaccountable nature of public opinion in Spain. The shutting out of these securities from the Bourses cut both ways; it certainly inconvenienced the Madrid Minister for the time being, but it did little positive good to the bondholders and creditors. After it was publicly known in Spain that the English and French Governments would not force a settlement on behalf of the foreign creditors, the exclusion told as much against them as against their debtors. Whether right or wrong, the Spanish public became impressed with the notion that somehow or other they were being bullied and overreached, and the tone of the English and French press strengthened this idea; and when they knew that the foreign Governments kept aloof from force, and restricted themselves to "representations" through courteous diplomatic agents, they resented the bullying as insulting, since it was not to be followed by deeds. Those who know Spain and the Spaniards are aware how much national vanity and ignorance of, or indifference to, the rest of the world pervades even now the majority of the Spanish middle and lower classes. It is scarcely in the heart of man to conceive the strange forms and wonderful amount of self-sufficient arrogance which prevails throughout the country. Many of the men of the upper classes and the richer merchants now begin to travel, and are often well informed and clever; and this applies especially to the superior officers of the navy and army; but the ordinary middle-class Spaniard—the provincial alcalde, or lawyer, the wealthy merchant in inland towns, the civil Governor of a province, the Custom-house Director, or respectable Government employé—live mentally in a dream-land of national self-righteousness and self-applause. Spain, to him, is the "promised land" on the globe, and Spaniards the "peculiar people," favoured of God and feared by man. He thinks that no real Christianity exists out of Spain and Rome, and this simple and pervading faith has its full effect on his worldly dealings and deeds. Eight Spaniards out of ten believe devoutly (as the Americans do of the United States) that the world was made for them, and not they for the world; that the rest of mankind could not do without the Spaniard, as the sole representative of true honour and excellence, but that he could manage very well without the rest of the human race. This renders him necessarily indifferent to the doing justice to the foreigner, for the sake of justice itself. All who are not Spaniards are outside the pale—are Gentiles, "heathen-men and publicans," whom it is no great harm to disregard, and whose interests ought never to be considered, if they clash with those of Spain. Looking at this frame of mind, predominant in

the country, and to return to "Finance," I question now whether the shutting of the Bourses was the best way of dealing with the Spanish debtors. Peradventure it has really retarded an equitable settlement. The mass of Spaniards were perfectly indifferent to it; the Spanish press ignored it, and never alluded to it for years and years in their newspapers; it bothered the Finance Minister, and that was all they knew about it.

Before concluding this section of my Report, in which I have given as favourable a notice of affairs in Spain as I conscientiously could, it ought to be remarked that, although primary education has certainly been advanced of late, the strict Church party at Madrid have, on the other hand, recently succeeded in imposing new and heavy fetters on general literature, and on the higher branches even of purely secular education, by a decree or "order in Council," which forbids all books to students at colleges which are not approved and *passed* by a severe Committee of Catholic hierarchs. The action of this law will retard all general literature throughout Spain, and will press down the mental activity of professional students and scholars as long as it is allowed to remain in force. Many patriotic and enlightened Spaniards greatly regret it.

British Shipping at Cadiz.

The British shipping in Cadiz harbour and in the Cadiz Bay outports, during 1867, has kept up remarkably well, in spite of the stringent quarantine regulations which prevailed until very recently. The exportations of wines, mineral ores, and salt have been large; and, as regards ores, will probably now continue to increase, if the English and American prices for copper, lead, and other metals and minerals, found plentifully in Spain, are supported or augment. The low prices of lead and copper tell at present against the exportations from Cadiz. The mining in the Huelva district, near this, was touched upon at some length in my last two Consular Reports; and preparations are going on for still greater activity there, by the construction of lines of railways and tramroads from the hill region of the mines down to Huelva. There is no such district favourable for mining investments on a large scale on the Continent of Europe, so near the English markets for ores; and British capital will no doubt be attracted to it when it has been more visited by capitalists seeking for such investments.

During 1867, the following is the list of British sea-going vessels entering this harbour and the two adjacent outports, but it does not include the coasting craft trading from Gibraltar, nor numerous yachts visiting this part of Spain, viz.:—

British ships in	Cadiz Harbour	502
„	Huelva	187
„	San Lucar (for Sevile)	114
	Total British ships in Bay of Cadiz in 1867 ..	803

There arrived at San Lucar about 161 ships, but of these about 47 had already reported themselves at the Cadiz Custom-house, therefore I give the number as only 114 entering as traders at San Lucar. The above figures contrast very favourably for Andalusia with that at Barcelona, which shows a number less than half of the shipping even in Cadiz harbour. During 1866 there were only 139 British vessels at Barcelona; during 1867 about 90 vessels entered Alicante: Andalusia therefore almost monopolises the British commerce with Spain. Of the above, 502 ships entering Cadiz harbour, about 78 came for the purpose of ful-

filling the quarantine regulation of three days' "observation;" but some of these, after obtaining pratique, had relations of commerce with the port. During 1867 no British ships of war visited Cadiz Bay, except the "Psyche," a yacht steamer attached to the Admiral's flag-ship in the Mediterranean. It is often a disadvantage that British ships of war so seldom visit Cadiz, where the British shipping has been shown to be considerable and regular, because, when a large mercantile navy trade with any regularity to a foreign port, many questions between shipmasters and their seamen can be more easily, and often more amicably, settled by the Consul through the assistance of a naval Court, at which it is always a benefit when an intelligent naval officer assists.

Quarantine.

I have little to add this year to my former remarks on Spanish quarantine, and my views respecting the advantage which would accrue to our shipping, were some international convention or arrangement made amongst the maritime Powers for regulating a system of quarantine laws, so as to take the present arbitrary rule out of the hands of the local Boards of Health of seaport towns, whether in Spain or elsewhere. At present, in this country, there is a Central Board at Madrid, who are understood to overrule the local "Juntas de Sanidad;" but practically the Metropolitan Board often decide on the recommendation of the President of the Local Health Committee, and cases are determined much as before. The "quarantine" still brings in money from the ships quarantined in Spain, and this acts against a more literal reading of the quarantine laws. The most vexatious portion of the question in this district is that vessels, condemned by Spanish law to undergo strict lazaretto-quarantine, are forced by the regulations to depart, even in mid-winter, and go either to Vigo or to Port-Mahon, in order to comply with the rule. Cadiz is about 540 miles from the one and 650 miles from the other; and is, therefore, the port of any size in Spain, the most distant from both, and the delay and injurious consequences to British vessels and cargoes, especially perishable cargoes, such as salted fish, &c., &c., coming from our North American colonies, are very hard on merchants and shipowners. During last autumn and winter, several cargoes were so spoiled and "heated," by the delay of their delivery, caused by the aforesaid quarantine rules and routine complained of, as to be a total loss to the merchants, in some cases amounting to several thousand pounds sterling.

Remarks have appeared on this head in some of the English and French papers interested in shipping, the loss being the more provoking from the fact that no disease or malady existed in the ports whence the cargoes came, and that the vessels and crews were healthy. In such cases the vessels ought to have been allowed at least to ride quarantine in Cadiz Bay; but although repeatedly petitioned for, this was never permitted, and the long sea voyage to the lazaretto port, and back again, peremptorily insisted upon.

Differential Duties on Shipping.

The last Commercial Convention between France and Spain stipulated that the railways entering Spain from France should bring produce and goods of all kinds coming from France, "with the benefit to the importers of the same differential duties as are allowed in Spanish ports to national over foreign bottoms." This has been, of course, a great boon to France, especially to Bordeaux, which port has virtually superseded, in respect of many articles of export and import, such places as San Sebastian, Bilbao, Corunna, &c. I am unable to pronounce whether, by virtue of the Treaty of Utrecht, we ought not, in some way, as among

the "most favoured nations" by Spain, to have some equivalent privileges? The Peninsula is cut off by land from all intercourse, saving with France, and thus she alone has the benefit of this special act of favour; but a query in international law might arise as to the equity of granting an exceptional boon to one "favoured nation," which no other could possibly enjoy, whatever the spirit of the Treaty might be.

The protecting duties in Spain for cotton manufactures, hard-ware, and cutlery, continue much in *statu quo*. I refer to my last two reports on this head, and on the consequent amount of contraband trade which ensues of necessity from the steady demand in Spain for many classes of contraband English goods.

It seems that some regulations, under what we should call an "Order in Council," have lately modified in favour of France the duties charged on some hard-ware goods (*quincaillerie*), and cloth with gum-elastic interwoven in it; and these enter at a somewhat more advantageous rate of duty than the same articles from England; but the importation is not large.

We heard lately from Madrid that the differential duties (*derechos diferenciales de Bandèra*) are really to be given up, or so much modified as almost to be tantamount to being abolished. This report reached me from good authority, and I trust it may prove true. There is also a rumour that very considerable reductions are to be made in the Customs duties on several of the materials used in shipbuilding. At present the *derechos diferenciales* charged on all merchandize arriving at Spanish ports, in British or other foreign vessels, amount on the average, to 20 per cent. of the ordinary duties. This practically adds $\frac{1}{5}$th to the ordinary Tariff, as very frequently a merchant is unable to wait for a Spanish ship when sending goods from other countries; and the Spanish shipowners, of course take care to charge a much higher freight than English, French, or German vessels, so that they pocket the difference, and the merchant and consumer get no benefit. One indirect effect of the abolition of the differential duties on shipping in Spain would be to diminish the transhipment of goods at Gibraltar, where they are carried in English ships, and whence they come here under the Spanish flag in smaller steamers. Thus the shipping at Gibraltar would suffer. But a great deal of this trade is really in the hands of Spanish subjects, and I believe that the trade of Gibraltar with the Moorish coast would not be sensibly diminished.

Wine.

The published lists of exports of sherry wine from Cadiz harbour in 1867 are as follows:—

	Butts.
Shipped from Jères	42,180
„ Port St. Mary's	21,217
To this must be added wine shipped here, coming from San Lucar, Maguer, and Aquàdo, &c., say	4,003
Total in 1867	67,400

It is, as I have always remarked, exceedingly difficult to come at a correct valuation of these exports. But I am assured by those engaged in the trade at Jères that the average value of each butt is considerably smaller for 1867 than for 1866. I estimated the average for 1866 at a value of 34*l.* per butt.

Taking, therefore, a reduced average for 1867 (say 30*l.* per butt) the value of wine exported from Cadiz would approximate the sum of (for the year) 2,022,000*l.* sterling, in round numbers 2,000,000*l.* sterling.

Most of this wine, especially the higher class wine, is sent to Britain, and of course London is the chief market whence it is dispersed.

Questions have occurred of late between some wine exporters in this district and the Customs authorities of the United States, respecting the declared value of the sherry wine exported to New York and elsewhere in the States.

The duty charged there, under the present American Tariff, is heavy, and is *ad valorem*.

Of course, most of the bad and inferior wine made in Andalusia finds its way to New York (like many other inferior articles); but for some years there is no doubt that more good sherry than of old has been shipped to America, and the Customs Department there complain that a system has prevailed among the wine shippers of under-valuing their wines in the invoices sent with them, so as to enter New York at a lower duty. It is the old story of "high Tariff," and the evasion thereof, which, in some way, always accompanies high Tariffs. Therefore, the United States Consular Officer in Cadiz has been, in addition to his consular duties, empowered to act as arbiter of such prices in the invoices, and to demand the production of samples of the wines, respecting which he, after personally testing them, pronounces judgment, and refuses or grants the certificate necessary on the invoice. It seems strange to us in Europe, who are accustomed to increasing freedom of trade, to see that in the United States of America it becomes more and more trammelled with restrictive regulations and Tariffs; but be that as it may the new regulation has led to many questions and disputes for the last two years; and it is said that the Spanish authorities here find themselves (not unnaturally) in a difficulty as to whether they should or should not permit a foreign Consular Agent to become (in Spain) the recognised fiscal employé of the United States Customs Department, exercising the functions of an officer of that special service, whilst acting as a Consul of a foreign Power. I do not know more respecting the merits of the case, but much recrimination has taken place, and it is even said that the American Government sent detective officers to Spain with a view of finding out, by means of pretending to buy wines, those merchants who under-valued, or were accused of under-valuing, their shipments of wines! There certainly appears little doubt in regard of international law, that when an authorised agent in a foreign country places a value, by personal examination, for duty to be received abroad, on goods to be exported, but whilst still in the exporting country, he acts so as to partake of the character of an officer of revenue for his own country, whilst residing officially in a separate capacity in another country. It is this anomaly which has excited angry remarks from many Spaniards.

How the question will be arranged, I cannot foresee; it is, however, understood that the American Consular Officer was not supposed to have exceeded the instructions of his superiors. It is too early in the season to form any idea of the prospects of the wine trade for 1868. I think that there is an increasing tendency just now to establish new and larger vineyards in the Jères and Port St. Mary's district. In the district of San Lucar the breadth of land under vines remains much the same. In the neigbourhood of Montilla there has been an augmentation of cultivation during the last two years, which will probably go on, as wines from that district increase in favour and popularity.

I beg leave to annex two Tables, marked A and C, showing the market prices of different articles of agricultural produce at Jères and San Lucar, near this port.

The manufacture and exportation of salt at Cadiz continues a principal business of the port. There is always a large supply on hand, and

the price appears low—about 10*s.* per English ton for the good qualities, fitted for exportation to South America and our North American colonies. The total exportation of salt from Cadiz during 1867 is as follows:—

	Lasts.
To River Plate	32,370½
To Brazils	5,882
To Newfoundland	14,158
To Baltic and North of Europe	9,630
Various markets	10,186
Total	72,226½

(The "last" is about equal to 2½ tons English.)

The foregoing attempts to give some idea of commercial and financial affairs in this part of Spain, as they at present stand. I hope that Senor Barzanallana may remain in office long enough to carry out the improvements which he has advised. But the position of a Finance Minister (as indeed of any Minister at Madrid) is always one of great uncertainty. Material prosperity in Spain depends much on the political world in Madrid being undisturbed, nor in any country in Europe is it more important than in Spain, that a strong Government should be able to remain in power, and acquire sufficient stability to be successful in carrying out reforms. Of course the present Government is unpopular with a large section of the politicians of the country, but it appears to me that Marshal Narvaez has certainly strengthened his position during the last six months. His opponents are ever ready to predict his approaching downfall, whilst there is no doubt that he has fewer political enemies now than when he came into power, and his friends profess increasing confidence in his being able to retain office; their motto would seem to be—"*Sedet, æternum que sedebit.*"

It is to be regretted that the commercial and manufacturing interests of Spain depend so much as they do on the internal politics of the country; but on the other hand, we may now hope that since the exterior financial quarrel is coming to a close, a more healthy system of the monetary relations of the country may be inaugurated, which will ultimately tend to greater activity in her trade, and greater confidence abroad in her conduct towards others.

I have, as usual, been greatly indebted to some official and other Spanish friends at Madrid and elsewhere for the statistics from which I have made up this Report, and I beg to thank them for their obliging kindness to me. I have before acknowledged frequent help in obtaining excellent information from Mr. Owen Ross, and beg again to do so.

Table A.

A Return of the Prices of the several kinds of Wine, Corn and Grain, Flour, Meal, and other Agricultural Produce, at the Port of Jèrez de la Frontera, during the Quarter ended 31st December, 1867.

Names and Qualities of Articles.	Prices (in Stores at Jèrez).						Rates of Freight to England.
	In Foreign Money and per Foreign Measure.			In English Money at the Current Rate of Exchange, and per English Measures.			
	Measures.	Lowest.	Highest.	Measures.	Lowest.	Highest.	
					s. *d.*	*s.* *d.*	
Wheat	Fanega.	70	96	Imperial quarter of four Strakes Fanega.	58 18	80 4	30*s.* per ton, and 16 per cent. primage.
Barley	,,	30	38		25 1	31 10	
Beans..	,,	50	55	Imperial quarter of five Strakes Fanega.	52 4	58 7	
Garbanzos, or Spanish Peas ..	,,	98	180		102 6	188 5	
Indian Corn	,,	48	57		50 3	59 7	
Flour..	Libra.	2	3	lb.	0 5	0 7½	
Wine..	Arroba.	25	400	Gallon.	1 5	22 50	

Table C.

A Return of the Prices of the several kinds of Wine, Corn and Grain, of Potatoes, and other Agricultural Produce, at the Port San Lucar de Barrameda, during the Quarter ended 31st December, 1867.

Names and Qualities of Articles.	Prices Free on Board.					
	In Foreign Money and per Foreign Measures.			In English Money at the current rate of Exchange, and per English Measure.		
	Measures.	Lowest.	Highest.	Measures.	Lowest.	Highest.
					s. *d.*	*s.* *d.*
Wheat { Best quality	Strake fanega.	85	94	Imperial quart.	95 7	105 10
Wheat { Ordinary ditto	„	76	86	„	85 5	96 8
Barley	„	34	36	„	34 4	40 5
Beans	Heaped fanega.	58	60	„	54 5	56 3
Garbanzos (or Spanish Pears)	„	100	180	„	93 9	168
Maize	„	54	56	„	50 7	52 6
Canary Seed	„	58	64	„	54 4	60 0
Potatoes	Quintal.	28	32	Cwt.	6 6	7 6
Manzanilla Wine	Arrobe.	100	160	Imperial gallon.	6 3	10 0
Coloured „	„	65	120	„	4 1	7 6

Observations.—Prices of corn and pulse firm as quoted. The stock on hand small. The rates of freight to England—for oil, 25*s.* to 30*s.* per ton of 252 imperial gallons; cork, 20*s.* to 25*s.* per ton; lead, 12*s.*; and minerals, 14*s.* per ton. Green fruit, from 3*l.* 10*s.* to 4*l.* 10*s.* per ton of 10 chests or 20 half-chests. Exchange, 50*d.* per hard dollar of 20 reals of vellon.

TABLE B.—Number of ships forming the Navy of Spain afloat in 1868–69, and chargeable to the revenues of the Peninsula (this does not include those chargeable to the Colonial Treasuries, and the Minister of the Colonies has not yet presented his Budget to the Cortes).

1.—ARMOUR-PLATED STEAMERS.

Frigates.

No.	Guns.	Horse Power.
1	34	1,000
1	40	1,000
1	21	800
1	30	800
1	13	800

2.—SCREW STEAMERS NOT IRON-PLATED.

Frigates.

No.	Guns.	Horse Power.
1	31	800
2	48	600
1	41	500
1	32	600
1	25	360
1	26	360

Corvette.

1	10	300

Sloops (Soletas).

1	3	130
1	2	80
1	5	160
1	3	120

Transports.

1	1,300	300
1	800	120
1	600	90
1	600	120

3.—PADDLE-WHEEL STEAMERS.

No.	Guns.	Horse Power.
1	14	500
1	6	350
1	6	200
1	2	150

4.—Block Ships for Instruction of Officers and en.

1 Screw Frigate of 51 guns and 360 horse power.
1 Sailing Corvette of 30 guns.
1 „ Frigate of 28 guns.
1 „ Brigantine (urca) of 1,000 tons.

5.—Sailing Transports.

1 Brigantine (urca) of 800 tons.
1 „ „ of 700 „
1 Mistico of 160 tons.
1 Pontoon.

6.—Vessels belonging to the Coast Guard Service.

1st. Steam Vessels.

5 Sloops of 2 guns and 80 horse power.
1 Paddle-wheel of 2 guns and 230 horse power
3 „ 2 „ 120 „

2nd. Sailing Vessels.

12 Faluchos of 2nd Class, each armed with 1 gun.
72 Escampavias.
6 Gun-boats.

Cadiz, February 11, 1868.

CARTHAGENA.

Report by Mr. Consul Turner on the Trade and Commerce of Carthagena for the Year 1867.

	Entered.			Cleared.		
	Number.	Tonnage.	No. of Crew.	Number.	Tonnage.	No. of Crew.
British vessels in 1867*	309	127,755	4,220	283	118,229	4,050
Foreign vessels in 1867*	290	53,461	4,570	280	50,460	4,167

* Not including Spanish.

In the foregoing abstract of British and foreign shipping trading to this port, I should remark that there has been an increase of foreign over British, in comparison with the year 1866, of 100 vessels, with a tonnage of 15,681, which is explained by vessels coming to this port to load esparto, also from the East with grain.

The public works for the improvement of the port are going on but slowly, and in all probability the eight years' term of contract for the fulfilment of the work will be expended; at present two breakwaters are being thrown out, one from the east shore, and the other at the western entrance, and when completed the harbour will be sheltered and free from the effects of the south-westerly gales. The port-charges on account of these improvements have been doubled on the ship's tonnage, and one quarter of a real per quintal is now paid on all cargo taken in or discharged within the harbour. This exaction is considered by the shipowners to be very unjust, as their vessels cannot possibly derive any benefit for many years to come; but on the contrary, will have to employ steam-power to transport their ships from one part of the port to the other.

The floating dock in the Government Arsenal has turned out most satisfactory; it has been continually employed by the marine since its erection, and has answered every expectation. The Messrs. Rennie, of London, have been greatly eulogised for their very perfect floating iron dock. Engineers from different nations have inspected this monster machine, and highly approve of it. Up to the present the mercantile marine have not had the privilege of using it.

Lead smelting has been on the increase. 26,951 tons have been exported, being 8,955 tons in excess of the preceding year, the larger portion being exported to France. Zinc and iron ores in large quantities continue to be exported to Belgium and the United Kingdom; this trade is entirely in the hands of foreigners, principally English and French. Mining is considered flourishing.

Aguilas, in this district, continues to be the great emporium for the purchase and shipment of esparto grass, about 25,000 tons having been embarked during the year from that port alone. On account of this traffic the port has been made of the third class, and port dues, &c., are levied accordingly on all shipping undergoing any mercantile operation.

Hydraulic presses are now in use, to bring the fibre into bales of con-

venient size for shipment and stowage, which enables a vessel to take of this article nearly her register tonnage, instead of a little more than one-half, as when in small bundles. The demand for this grass is enormous, and its price is rising daily. Some small parcels have been shipped to Canada, Belgium, and other places on the continent of Europe, for experimental purposes. The foregoing are the principal exports, and coke and coals are the only imports worthy of mention.

The crops of all classes, including silk, throughout the district have failed through the great want of rain, so much so that there has been a difficulty in obtaining grain to till the ground.

Foreign grain and flour are admitted by Royal Order until the end of June of the present year, with the object of lowering the existing high prices, but as there is very little speculation, on account of the short term allowed by Government, it has become a monopoly, and the effect has been to the contrary.

Carthagena, January 2, 1867.

TURKEY.

ADRIANOPLE.

Report by Mr. Vice-Consul Blunt on Sheep Husbandry, and on the Wool Trade in the Vilayet of Adrianople.

The rearing of sheep is extensively carried on, and is one of the principal and increasing sources of wealth, in the vilayet of Adrianople, which contains large tracts of rich soil and luxuriant pastures admirably adapted for this important branch of industry.

According to data obtained from the local Government, and from "Beyliktchies" farmers of the sheep tax, the provinces included in the Adrianople Vilayet possessed in 1867, as per subjoined return, 5,290,000 sheep and goats, representing a total value of 203,820,000 piastres (£1,819,731).

Return of Number and Value of Sheep and Goats in Vilayet of Adrianople during 1867.

Province.	Number of Sheep.	Value of Sheep at 40 piastres each.	Number of Goats.	Value of Goats at 30 piastres each.
Adrianople	1,210,000	48,400,000	200,000	6,000,000
Philippopolis	1,420,000	56,800,000	215,000	6,450,000
Slimnia	1,022,000	40,880,000	205,000	6,150,000
Gallipoli	540,000	21,600,000	98,000	2,940,000
Rodosto	320,000	12,800,000	60,000	1,800,000
Totals	4,512,000	180,480,000	778,000	23,340,000

Total Number and Value.

	Number.	Value.	
		Piastres.	£
Sheep	4,512,000	180,480,000	1,611,428
Goats	778,000	23,340,000	208,303
Sheep and Goats ..	5,290,000	203,820,000	1,819,731

In the above returns are not included 36,000 Merino sheep reared in the Vilayet for Government account.

The tax levied annually by Government on sheep and goats, at the rate of four piastres on each animal, produced, in 1866, as per subjoined official statement, £160,701, and in 1867, £171,297—that is £10,596 more in 1867 than in 1866.

STATEMENT of Tax received on Sheep and Goats in Vilayet of Adrianople during 1866 and 1867.

Province.	1866.		1867.	
	Piastres.	£	Piastres.	£
Adrianople	4,950,000	44,196	5,368,000	47,928
Philippopolis	5,235,000	46,741	5,532,000	49,392
Slimnia	3,460,000	30,893	3,675,500	32,817
Gallipoli	2,968,000	26,505	3,158,415	28,209
Rodosto	1,385,000	12,366	1,451,581	12,960
Totals	17,998,574	160,701	19,185,496	171,297

It appears that the total amount of tax on sheep and goats collected in 1867 from the provinces in the Vilayet is fully 12 per cent. more than the total amount recovered in 1857. In 1856 the tax for the province of Adrianople alone furnished 3,975,000 piastres, and in 1857 4,081,762 piastres, whereas in 1867 it gave 5,368,000 piastres. In 1865 the tax in province of Philippopolis gave 4,800,000 piastres, and two years later (in 1867) 5,532,000 piastres. A similar progress in the amount of tax, which shows a corresponding progress in the number of sheep, has also been attained in the provinces of Slimnia, Gallipoli, and Rodosto.

The farmers of this tax for 1867 paid to the imperial treasury 19,185,496 piastres (£171,297), and recovered about 21,185,496 piastres (£189,156), that is to say, 2,000,000 piastres more; but they disbursed 900,000 piastres (£8,035) in expenses incurred for collecting the tax, so that their net profit amounted to 1,100,000 piastres (£9,821).

The plains and valleys of Thrace, and the slopes of the mountains which surround it nearly on all sides, are occupied by innumerable flocks of sheep. Most of these sheep are owned by small proprietors; there are some rich farmers, but not many, who own from 7,000 to 8,000 sheep each.

Four to five shepherds and six to eight dogs are generally sufficient for a flock of 1,000 sheep. The wages of the shepherds are moderate. The "kehaya," or head shepherd, receives, food included, about £14 per annum, and his assistants from £6 to £8 each. The dogs, generally from the Balkan breed, are excellent guards, and show great sagacity and accomplishments.

On the approach of winter great numbers of sheep are removed from the mountain pastures into the plains and valleys in provinces of Adrianople, Gallipoli, and Rodosto, where they are rarely housed. When the ground is covered with snow, they are fed on hay, straw, and barley-meal—the latter mixed with salt twice a month.

The Adrianople sheep suffer from insects and foot-rot, and other epizootic complaints, the most fatal of which are the "kelebek" and the "tchitchek." The "kelebek," very similar to the rot, is engendered in very wet seasons, and is difficult to cure; the "tchitchek" is a sort of light variola. It is less prevalent than the kelebek, and its ravages can be partially, if not permanently, arrested by the process of inoculation. An experienced shepherd, on detecting the presence of this contagious malady in his flock, immediately perforates the ears of all the sound sheep with a large silver needle, previously rubbed over with virus procured from the infected animals, which he takes care to separate from the flock.

One male is kept to twenty females, and in some instances to as

many as fifty. The lambing season begins in January in the lowlands, and late in February in the Balkan districts.

The shearing takes place in May. A shearer can cut about 50 sheep a day, and some fast shearers have cut as many as 100, but the usual average is 40.

The two prominent breeds in this Vilayet, and which are considered by the natives as distinct breeds, are the "Kivirjik" and the "Karabash." The "Kivirjik" bear some affinity to the Demi-merinos, or to what the French call "Metis," and are very much more appreciated than the "Karabash" (black-faced), which are represented as not unlike the sheep in Macedonia and Thessaly. The wool of the Kivirjik is far more esteemed than the Karabash wool: the latter is coarse, whereas the former is long, soft, and elastic, and twisted into ringlets, which has given the name of "Kivirjik" to the breed. This latter description of wool stands very high in the French markets; is considered superior to all the other wools exported from Turkey, and is classed next to the merino and metis fleeces. The "Kivirjik" of districts of Karnabat and Aidos, in province of Slimnia, are esteemed for the quality of their mutton and aptitude to fatten on a small quantity of food.

It is from these districts that the butchers, who furnish meat to the imperial household, receive their supplies. No special trouble is taken by the Adrianople farmers to improve or keep up the character and purity of the breeds. They consider £1 for a good ram a very exorbitant price.

They estimate their profits in a favourable season at about 20 per cent. per annum on the capital they invest in sheep husbandry.

The following account, furnished by one of the principal farmers in the city of Adrianople, shews the cost, expenses, and quantity, and value of the produce of a flock of 2,000 sheep in 1867:—

COST.

	Piastres.
1,800 "koyouns" (ewes) at 45 piastres each ..	81,000
150 "kotch" (rams) at 50 „ ..	7,500
50 "ketchis" (goats) at 40 „ ..	2,000
Total cost piastres	90,500

EXPENSES.

	Piastres.
Shepherd's wages, including food, sandals, &c. ..	8,000
Tax at 4 piastres per head	8,000
Rent of pasture	6,500
Barley, hay, and salt	7,000
Sundry contingent expenses	1,500
Total piastres	31,000

QUANTITY and value of produce.

	Piastres.	Piastres.
From Sheep.		
1,400 lambs at 16 piastres each	22,400	
2,000 okes of wool, at 9 piastres per oke ..	18,000	
Milk, butter, and cheese	15,000	
Total value of sheep produce ..		55,400
From Goats.		
40 kids at 14 piastres each	560	
Milk, butter, and cheese	500	
Wool or hair	450	
		1,510
Total value of produce from sheep and goats		56,910

In the following list are given the average marked prices in 1867 of the produce derived from sheep and goats :—

Rams	each	55 piastres.
Ewes	„	45 „
Lambs	„	17 „
Sheep skins	„	7½ to 8 „
Lamb do.	„	5 to 5½ „
Milk	per oke	½ „
Butter	„	7 „
Cheese 1st quality	„	5 „
Do. 2nd quality	„	3½ „
Wool	„	9 „
Tallow	„	6 „
Pastowrma, or dried meat	„	4 „
Mutton in summer	„	2½ „
Do. in winter	„	5 „
Goats	each	35 „
Kids	„	14 „
Goat skins	„	9 to 11 „
Kid do.	„	4 to 4½ „
Goat's hair	per oke	5 „

The milk of the Adrianople sheep and goats is rich, and yields a fair quality of butter and cheese, large supplies of which are annually exported to Constantinople, where also some 250,000 sheep and lambs from these districts are sent overland for local consumption.

The average annual quantity of wool produce of the Vilayet is estimated at about 4,899,000 okes, or 122,475 cwt., as per following statement :—

Province.	Sheep's wool.	Lamb's wool.	Wool in lime.	Total okes of wool.
	okes.	okes.	okes.	
Adrianople	1,220,000	80,000	60,000	1,360,000
Philippopoli	1,400,000	95,000	78,000	1,573,000
Slimnia	1,000,000	31,000	25,000	1,056,000
Gallipoli	500,000	45,000	15,000	560,000
Rodosto	300,000	30,000	20,000	350,000
Totals	4,420,000	281,000	198,000	4,899,000

The following were the average prices of the different sorts of Adrianople wool in 1867 :—

Sheep's wool per 1 oke	9	piastres.
Lamb's do. „	10	„
Wool in lime „	5	„

According to these prices the value of the annual wool produce of the Vilayet of Adrianople may be estimated at 43,580,000 piastres, or £388,213, as follows :—

Quality.	Quantity.	Value.	
	Okes.	Piastres.	£ sterling.
Sheep's wool	4,420,000	39,780,000	354,285
Lambs' do.	281,000	2,810,000	25,089
Wool in lime	198,000	990,000	8,839
Totals	4,899,000	43,580,000	388,213

Fully one-third of this wool is exported to foreign markets, the greater part to Marseilles; the remainder is worked up and disposed of in the Vilayet. Sheep's wool, and wool in lime, are only taken up for foreign account.

Lambs' wool is too short for the manufactories abroad, but it finds a ready sale in the country where it is worked by the peasants into stockings, &c.

The wool in lime is obtained from the tanneries established in most of the towns in the Vilayet, but the quantity is annually decreasing, the importation of foreign leather having forced many native tanners to suspend their operations.

Nearly three-fourths of the wool purchased for exportation is sent to Rodosto, and thence to Marseilles by French steamers belonging to the Messageries Imperiales and Frassinet Company.

In 1867 the Vilayet exported about 940,000 okes of wool, that is to say 8,167 bales, containing 800,000 okes, were shipped at Rodosto, and about 140,000 okes at Burgas in the Black Sea, Gallipoli, Enos, Gulf of Saros, and Ghuimourjina.

These figures shew a considerable decrease in last year's exportation of the textile as compared with the average quantity exported in previous years. The decrease, however, is not attributed to local causes, for the clip of 1867 was on the whole very fair in respect both of quality and quantity, but to the depressed state of the French wool markets, which forced speculators to be very cautious and to purchase only for the supply of immediate wants.

The prices, as per subjoined table, obtained for Adrianople wools in the French market at Marseilles, during the last two years, shew a considerable falling off, as compared with the prices obtained between 1860 and 1865, a result chiefly owing, it is said, to the large supplies of Australian wools sent to England since 1866.

TABLE showing prices (per 50 kilogrammes, with 12 per cent. discount) of Adrianople wools, at Marseilles, between 1860 and 1867, inclusive.

Year.	White.		Black and Black and Gray.	
	Fine.	2nd Fine.	Black.	Black and Gray.
	francs.	francs.	francs.	francs.
1860	135 to 140	105 to 110	105	75 to 80
1861	145 „ 150	117 „ 120	110	75 „ 80
1862	162 „ 165	132 „ 135	120 to 125	95 „ 100
1863	170 „ 175	140 „ 145	125 „ 130	105 „ 110
1864	180 „ 202½	145 „ 162	115 „ 120	90 „ 95
1865	190 „ 192	150 „ 152	112 „ 115	90 „ 95
1866	200 „ 165	145 „ 115	115 „ 120	90 „ 95
1867	130 „ 135	90 „ 95	90 „ 95	70 „ 75

The districts in the Vilayet which produce the superior kinds of wool for exportation, are Adrianople, Yambol, Karnabat, Aidos, Dimotica, Fera, Hafsa, Hasskioi, Philippopolis, Kirklissia, and Yeni-zaghra; those which give the coarse kind are Eski-zaghra, Mustapha-Pasha, Loulé-Burgas, Tchorlu, Rodosto, Keshan, Enos Ouzounkiupri, &c.

The trade in wool for foreign account, begins in May, is very rife in June and July, and terminates in September. The wools are ex-

ported unwashed: the grease, or rather "yolk," is not removed from them, but they are relieved from other dirt and impurities entailing a loss in weight of from 2 to 4 per cent.

A good average weight of an unwashed fleece does not exceed 3 lbs. Some Karabash fleeces, however, give 4½ to 5 lbs. of coarse wool unwashed. The Kivirjik fleeces on being washed in France lose 45 to 50 per cent. of their weight.

The usual way of doing business with the wool growers is this:—The export merchants at Adrianople, generally the representatives of French and Greek houses at Marseilles, have their agents, called "kolgies," in the wool districts, who bargain with the growers for the produce three and four months before the clip season, making money advances to them at a high rate of interest. When the clip season arrives the bektchies superintend the operation, take possession of the fleeces, and forward them to Adrianople, where the growers proceed to fix the price of the wool and to settle accounts with the purchasers, a very tedious operation, which in nine cases out of ten gives rise to squabbles, ending in long litigation between the parties.

This custom (generally prevalent throughout Roumelia) of making advances to the peasants on their expected crops has impoverished them far more than irregularly levied or unequally assessed taxes. The Ottoman authorities are now trying to put a stop to this pernicious practice. They have partially succeeded in suppressing it in the two great centres of trade in the Vilayet—Adrianople and Philippopolis—where it was very rife and largely availed of by foreign subjects and protegés.

The following is a *pro formâ* account of the cost and expenses incurred in the purchase and transmission to Marseilles of 103½ okes of Adrianople wool in 1867.

103½ okes of wool, bought at 10 piastres per oke, 1,035 piastres. Charges: Brokerage, ½ per cent., 5 17 piastres; cleaning, 30 piastres; sacks, 25 piastres; sundries, 13·23 piastres; transport to Rodosto, 26 piastres; Customs, 13 piastres; shipping charges, 7 piastres; commission, 2 per cent., 23 piastres; freight from Rodosto to Marseilles, 68 piastres; insurance, 6 piastres. Making a total of 1,252 piastres; equal to 278 francs, or £11 3*s.* 6¾*d.*

It is estimated that some 300,000 okes of wool are annually manufactured by the natives of this Vilayet into woollen and worsted stuffs. The chief centres of these manufactures are in the provinces of Philippopolis and Slimnia, both bounded on the north by the Balkan range, among the industrious inhabitants of which the processes of spinning and weaving are quite domestic, inasmuch as woollen garments are worn by both sexes all the year round. The provinces of Philippopolis and Slimnia annually consume about 2,500,000 okes in their manufactories, principally employed in making "Abba," a cloth very much used by the natives in all parts of the Ottoman dominions. Both provinces export this cloth in considerable quantities to Servia, Roumania, and Syria.

The following is a list of the principal woollen articles manufactured in the Vilayet of Constantinople:—

Abba.—A coarse, but very durable kind of cloth, much used by the natives. It is made in pieces of an average length of 12½ yards by 14 inches broad, weighing about 8½ lbs.

Shayak.—Cloth and flannel, made from fine wool, also very durable, and much used, and more expensive than the Abba.

Kelims.—Carpets and rugs, dyed in bright and lasting colours.

Ketché.—A coarse kind of felt, used for carpeting and horse clothing.

Aba-gaiton.—Braid for cloaks, &c.

Yun-harji.—A finer kind of braid, made from lambs' wool.

Koushaks.—Red sashes of various lengths, much used by the Mahomedans.

Ihrams.—Small carpets and rugs, used for travelling and carriage horses.

Tchorabs.—Stockings for the military.

Eldevens.—Coarse kind of gloves.

Besides these articles, others of a coarser but not less useful description are made in the mountain villages, where the women are seen always spinning or knitting most assiduously. Both Mahomedans and Christians, the latter more diligently, are engaged in the making up of the stuffs enumerated in the foregoing list, most of which are esteemed for their great durability and richness of colour; some of them, particularly the carpets and rugs, show an elegant taste in their composition.

The textile art of the natives has improved a little within the last few years; better sorts of Abba and Shayak cloths are now made by hand looms, which have been adapted to the weaving of stripes, checks, and twills. This improvement has been introduced by the use of foreign power looms and carding machines, set up in two large establishments, in provinces of Philippopolis and Slimnia for the manufacture of cloth for the army. The one in Philippopolis belongs to a Greek, and annually produces about £40,000 worth of cloth, and that in Slimnia is Government property, and worked for Government account. It employs 400 hands, and consumes annually some 250,000 okes of wool.

Goats' Hair.

The wool or hair obtained from the goats is not exported to foreign markets, but is manufactured by the natives into cloth and various other articles for home consumption.

It is estimated that the goats of the Adrianople Vilayet produce about 350,000 okes of hair, valued at 1,750,000 piastres (£15,625). All this hair, besides a great deal more imported from the Vilayet of the Danube, feed the hand looms worked principally by Turks in the towns of Adrianople, Kirklissia, Mustapha Pasha, Keshan, Philippopolis, Otloukioi Tchvipan, Eski-Zaghra, &c. The cloth made in these places is of a very course description, but it is light, cheap, and durable, and in great request for sacking among the farmers and export merchants.

The other articles manufactured from this hair comprise carpets, felt, horse and cattle blankets, nose-bags, bandages, saddle-bags, &c., chiefly used in the stables and farms.

The average value of goats' hair unwashed, is 5 piastres per one oke. The average cost of manufacturing it into cloth is $2\frac{1}{2}$ piastres per oke, and the profit made thereby also $2\frac{1}{2}$ per one oke.

Sheep, Lamb, Goat, and Kid Skins.

These skins give rise to an active trade for home and foreign consumption. A great number of them is taken up for the tanneries established in most of the towns in the Vilayet where two sorts of leather are manufactured.

The first sort, and considered very superior, is called "Sahtian:"

it is made of goat skins; the second sort made of sheep skins is called "Mechin," and is of inferior quality. The process of tanning costs about 4½ piastres at Adrianople, and 4 piastres at Philippopolis, per one skin. Formerly very considerable quantities of both sorts of leather used to be exported to Austria from the districts of Philippopolis, but, as already stated in another part of this Report, the importation of foreign leathers is gradually driving the home-made article from the markets, and consequently obliges the tanners to curtail their operations.

The different kinds of skin are collected from the butchers and others, and brought for sale to the principle centres of the export trade — Adrianople, Philippopolis, Rodosto, Gallipoli, Enos, and Burgas.

Most of the Philippopolis and Slimnia skins are sent to Austria through Servia, or by the Danube; those of Adrianople, Gallipoli, Rodosto, and Enos are dispatched to English and French markets.

The province of Adrianople alone annually exports about 85,000 lambs'-skins to England, and 60,000 kid skins to England and France. The lambs' skins, most esteemed in England, weigh about 315 lbs. per bale of 120 pieces; they are sold at 4½ to 5½ piastres each. The average cost of salting, drying, packing, and transporting them to Rodosto or Gallipoli, is about one piastre per skin.

Many of the skins from sheep and lambs slaughtered in February or March, are taken up, in consequence of their weight in wool, by the native furriers, who make them into cloaks and fur caps (kalpaks) much worn by the Bulgarians.

Goat skins are cut up and made into sandals, pouches, and thongs, &c., and some, when stripped off the slaughtered animals, are made into bags much used by the farmers and peasants for preserving oil, butter, and cheese in.

Adrianople, February 20, 1868.

NOTE.

112 piastres	equal to	£1 sterling.
4½ „	„	1 franc.
1 oke	„	2 lbs. 13½ ozs.
40 okes	„	1 cwt.
50 kilogrammes	„	1 „

Notes by Mr. Vice Consul Blunt on the Town and District of Yambol.

Yambol is a district in the sandjak (province) of Slimnia, in the vilayet of Adrianople. Its chief town is Yambol, and is some 60 miles distant from the city of Adrianople, and 55 from the port of Burgas in the Black Sea. It (the town) has 1,100 houses: of these, 650 are Christian (Bulgarian), 350 Turkish, and 100 Jewish. Its population is estimated at about 7,000. In it there are several mosques and baths, a fine church belonging to the Bulgarians, and a synagogue. The Turks and Jews have primary schools, and the Bulgarians have recently opened one for 300 children at a cost of 1,000*l*. I visited this establishment, and found that the pupils of the first class were instructed in Turkish and French. Of shops of all kinds the town has about 300, but of these scarcely half the number deserve the name. There are some stores of British cottons and colonials sent from Adrianople and Burgas, for supplying the consumption in the villages. Sheep-skins are tanned, and woollen stuffs "abbass," coarse cloth, and "kellims" carpets, are manufactured for the natives. There are also in the town a few dyeing establishments. The people also make wine, raki, and tallow. The latter is exported to Constantinople.

In the district of Yambol there are 100 villages, of which half-a-dozen only are purely Turkish. Most of these villages are occupied by a mixed population of Turks and Bulgarians: the latter generally in greater proportion, as 3 to 1.

They produce wool and skins. Part of the wool is manufactured into native clothing, and part is exported to Marseilles, *viâ* Adrianople and Rodosto.

Most of the skins, sheep and hare, are also exported: the former to England, and the latter to France.

Corn of different kinds is extensively cultivated by the Bulgarians and Turks; and the surplus of this produce, chiefly wheat and barley, is exported through Burgas.

Silk is grown, and the produce—of late very inconsiderable, owing to the malady which affects the worm—is sent to Adrianople.

The natives also cultivate the indigenous cotton-plant, but in small quantities. The Ottoman authorities tried to extend the cultivation of this article by introducing American and Egyptian seeds, but their experiments, continued during two seasons, did not succeed.

The taxation of the whole district amounts to about 30 "yuks," each 100,000 piastres. This includes direct and indirect taxes.

In several of the villages, many Circassians and Tartars from the Crimea have been settled. The Circassians are very idle and disorderly. Their chief occupation, besides agriculture, which they carry on very indifferently, and selling firewood, is stealing sheep, cows, and occasionally horses. Many of them also carry on a profitable trade by selling their children to the Turkish beys in Adrianople and other towns; nor do the Ottoman authorities appear to discourage this sort of traffic. The Tartars are very industrious, honest, and thrifty, and live on good terms with their Turkish and Bulgarian neighbours. All these unfortunate people have been very hospitably received and treated by the Ottoman authorities. They have been amply supplied with land, cattle, and seed; and

during five years were exempted from taxes and the military service. The natives, Turks and Bulgarians, also treated them kindly. They gave them food, built their dwellings, and assisted them in various other ways.

I found the country between this city and Yambol very quiet, the peasants living in security, and generally in good circumstances. Their crops this year were unusually abundant, and were well harvested, and sold at very remunerative prices.

Wheat is now selling at Yambol at the rate of 42*s.* per imperial quarter. Last year it fetched 27*s.*, and this was then considered a very fair price.

I visited several villages, and had occasion to speak with their head men, Turks and Bulgarians. The tenure of most of the property in this district, as indeed in all the other districts of the vilayet, is of the freehold description called "mulk," held in fee simple by the peasants, whether Christian or Mahomedan. Both hold land on an equal footing. A Christian peasant may hold as much land as a Turkish peasant, and can freely dispose of it. Villenage does not exist, nor distinctions or impediments which place the Christian peasant in an inferior position to the Turkish.

Every village, Christian or Mahomedan, or mixed Christian and Mahomedan, has its own "mira," common for its cattle, and a "kuru," wood or forest. Its public affairs are managed by a council of elders, called "Ihtiar Medjliss," elected annually by the community. In it the village priest and Imam sit in right of their office. The elders assess the taxes, assist in their collection, provide for the passage of troops, appoint the "kehaya," village steward, forest guards kurugies, and shepherds "tchobans," and watch over the common property and interests of the community.

They also act within certain limits as justices of the peace for the maintenance of good order; they can apprehend offenders and disturbers of the peace, and may judge in civil suits when a small amount is involved.

In the villages I visited I did not discern that the peasants suffered much from oppression. The complaints which came to my knowledge generally related to the unequal assessment of the taxes and to the corruption of the tchorbajies, who saddle the village with exorbitant expenses alleged to have been incurred on account of the community.

I particularly inquired about the working of the new plan for collecting the "ashar" tithe, which has been in force during these two years. The peasants spoke in favour of it, and said that they are now at liberty to harvest their crops in the proper season, and that the tithe farmers are no longer able to commit excesses.

At Yambol, as in some other districts of the vilayet, a sort of borrowing fund, called "Menafii Oumumiyé Sandik," has been formed for the agricultural classes.

A peasant is obliged to contribute to the fund two bushels of wheat annually for every pair of oxen he owns. Those who are not engaged in agricultural pursuits, and who pay more than 20 piastres verghi per annum contribute 10 per cent. of the whole amount of their verghi; and those whose verghi is less than 20 piastres are not called upon to contribute. The capital thus raised is placed in the hands of trustees chosen by the people, and acting under the immediate supervision of the local Government. The peasant contributors can now borrow from this fund advances on moderate security at 1 per cent. interest per month. Formerly they paid 4 an 5 per cent. to usurers, who swarm in the country.

The amount of 6,000*l.* has already been collected for the Yambol fund, the chief trustee of which is a Jew. The plan seemed to be a very good one, and likely to prove beneficial to the peasants.

These, however, do not appear to comprehend its scope, and as the contributions to the fund are not voluntary, but involuntary, they fear that the Government is imposing on them a new tax for its immediate benefit.

Adrianople, November 28, 1867.

JERUSALEM.

Report by Mr. Consul Moore on the Trade and Commerce of Jerusalem for the Year 1867.

Trade and Commerce.

The trade of the Sandjak (or minor province) of Jerusalem, is very inconsiderable. Jerusalem, the chief town, is one of the least commercial or industrial of cities. The principal imports from England are cotton goods and some colonials. Of the former, it is calculated that about 450 bales, of the aggregate value of 18,000*l.*, and about 120 packages of woollen goods, hard-ware, &c., valued at 6,000*l.*, annually find their way here.

There are no British merchants or tradesmen. The imports from foreign countries, consisting chiefly of woollen manufactures, hard-ware, glass, and fancy goods, are on an equally limited scale. The exports are olive oil and grain, the staple products of the district, of which the quantities and destination will be shown on the returns from Jaffa, the port of Jerusalem.

Agriculture.

As above stated, the staple produce of this district is olive oil and grain, of which the principal kinds are wheat, barley, sesame, and maize, raised in rather considerable quantities. Cotton is grown in the Nablous district; the estimated yield annually is 600,000 to 700,000 okes (the oke equals $2\frac{3}{4}$ lbs.) It is raised from native seed, is of an inferior quality, and is chiefly exported to Marseilles. No well-directed and sustained effort on the part of the Government has been made to promote the cultivation of cotton. It is believed that in many parts of the country cotton might be successfully and extensively grown, with good seed and proper instruction, and implements given to the peasantry. A model farm, conducted by Englishmen, would, in my opinion, be the best means of promoting cotton culture in this land.

The animals bred in the district are horses, camels, mules, asses, sheep, goats, and not many oxen.

Population and Industries.

The population of the Sandjak may be computed at 200,000 souls, divided into the three sects of Christians,—Mohammedans and Jews, in about the following proportions:—Mohammedans. 160,000; Christians (mostly of the Greek Church), 30,000; Jews, 10,000.

The population of the city of Jerusalem is estimated at 18,000, of whom about 5,000 are Mohammedans, 8,000 to 9,000 Jews, and the rest Christians of various denominations.

The chief native industry is the manufacture of soap, and what is called "Jerusalem ware," consisting of chaplets, crucifixes, beads, crosses, and the like, made principally of mother-of-pearl and olive wood, and sold to the pilgrims, who annually resort to the Holy City to the number of 6,000 to 8,000.

No mines are worked, although it is known that sulphur, bitumen, and rock-salt abound on the shores of the Dead Sea; but security and capital are wanting, and so long as these are absent the probable wealth to be extracted from those regions will remain unavailable. No factories are to be met with. The employment of the people in the rural districts is agriculture, which is carried on in the most primitive mode.

As anticipated, the American colony, whose arrival and settlement near Jaffa, in the summer of 1866, were mentioned in my last Commercial Report, has proved a failure. With the exception of a few families still remaining, the bulk of the colonists have abandoned the enterprise, and returned to their homes in the United States. Internal dissensions, disappointment with the country and with the returns obtained of their labour, appear to have been the cause of the break-up.

Public Works.

It is very satisfactory to be able to report that at length the construction of a carriageable road between Jaffa and Jerusalem has been commenced by the local Turkish Administration, a work of primary importance to the material progress of the country, whilst claiming the special interest of Chistendom. The system of "prestation" is the one adopted for making the road; all the male inhabitants between the ages of 15 and 60, of the towns and villages situated within a certain radius of the road, and likely to benefit thereby, are called upon to contribute five days' labour gratuitously, or in lieu thereof the sum of 30 piastres (about *5s.* 6*d.*) It is expected that the work will be completed in the spring of this year. Whether, in the absence of a competent engineer, the road will be as practicable for wheeled conveyances engaged in traffic, and as durable as the Pasha of Jerusalem expects, remains to be seen; but at any rate it will certainly be an immense improvement on the wretched mule-track that has hitherto done service, as the high road to Jerusalem; at the worst, very little, after what has been done, will be required to make it what a carriageable road should be.

Great praise is due to Nagif Pasha for the energy and assiduity with which he personally superintends and urges on the works. The value of this improvement would be much enhanced were a harbour to be made at Jaffa. The other roads of the district are of a most wretched description, and, with the want of security, are the main cause of the poverty and general backwardness of the country. The formation of roads would, in the nature of things, itself react upon the country, and tend to promote its security. The insecurity arises principally from the predatory Bedouin tribes inhabiting the outskirts of the district, to keep whom in check, however, military dispositions of a simple and inexpensive description might be readily made. Owing to the above causes, vast and fertile plains are allowed to lie waste, or are but partially and poorly cultivated. There can be no doubt that, with the agricultural capabilities of the country fully utilized, it would support a population many times larger than its present scanty and poverty-stricken inhabitants.

The attempt of the ex-Governor of Jerusalem to supply the city with water, referred to in last Report, proved only a temporary relief, and the supply from that source has all but ceased.

Two lines of telegraph, *viâ* Beyrout and Alexandria respectively, connect Jerusalem with Europe.

Jerusalem, January 1868.

UNITED STATES.

NEW YORK.

Report by Mr. Acting Consul Pierrepont-Edwards on the Trade and Navigation of New York for the Year 1866.

Shipping and Navigation.

The following Returns and comparative Tables show the number of British vessels engaged in the trade with this port to be somewhat under that of the preceding year.

These vessels have, however, as a rule, been of a larger class, and, as a consequence, the actual tonnage for the year has exceeded that of 1865 by nearly 200,000 tons.

The number of British steamers employed in the New York trade have been 82 more than last year.

The purchases, by British subjects, of foreign vessels continue to decrease in number, there being fewer inducements than have heretofore existed for seeking the protection of the British flag.

It will be found that the British ships trading with this port, during 1866, are in number one-half as many again as those of American nationality.

One of the effects of the expiration of the Reciprocity Treaty may be seen in the falling off in the importations of coal from the North American Colonies during this year. There have been 122 fewer vessels than in 1865 employed in this trade, with a diminution of 30,000 tons.

1. Direct Trade in British Vessels from and to Great Britain and British Colonies for the Year 1866.

Entered—	
With cargoes	988
In ballast	20
Total	1,008
Cleared—	
With cargoes	1,094
In ballast	339
Total	1,433

2. Indirect Trade in British Vessels from and to other Countries.

Entered—	
With cargoes	1,387
In ballast	31
Total	1,418
Cleared—	
With cargoes	860
In ballast	168
Total	1,028

3. TOTAL Direct and Indirect Trade in British Vessels for the Year 1866.

ENTERED—	
Vessels	2,426
Tonnage	1,201,541
Crews	45,751
CLEARED—	
Vessels	2,461
Tonnage	1,205,605
Crews	46,666

4. BRITISH Steamers Entered and Cleared during the Year 1866 (included in the preceding Tables).

ENTERED—	
Vessels	320
Tonnage	586,842
Crews	7,703
CLEARED—	
Vessels	321
Tonnage	585,981
Crews	7,610

5. FOREIGN-BUILT Vessels purchased by British subjects, and Cleared with Provisional Certificates of Registry during the year 1866 (included in Clearance of preceding Tables).

Rig of Vessels.	Number of Vessels.	Tonnage.	Crew.
Ship	1	1,289	26
Barque	3	1,028	27
Brig	1	189	8
Brigantine	3	475	23
Schooner	1	172	7
Total	9	3,153	91

6. RETURN showing the value of Imports and Exports in American and Foreign Vessels respectively for Five Years past.

Years.	Imports.		Exports.	
	American Vessels.	Foreign Vessels.	American Vessels.	Foreign Vessels.
1862	69,199,104	113,645,659	79,430,179	120,235,873
1863	38,113,376	145,902,984	44,387,878	174,868,325
1864	31,777,560	177,391,322	42,239,046	227,999,561
1865	33,230,088	245,690,884	53,398,524	159,895,470
1866	55,085,903	247,469,613	58,965,553	190,989,001

N.B.—No returns are kept at the Custom House which show the value of imports and exports in the vessels of the respective foreign nations, and it is not practicable to obtain at this Consulate statistics of these values in British vessels.

The imports are valued in gold dollars, the exports in currency dollars, from which should be deducted the average premium of the year on gold, in order to reduce them to their equivalent in gold dollars.

7. COMPARATIVE Return for Five Years of the Number and Tonnage of American, British, and all other Foreign Vessels respectively, Entered and Cleared at the Port of New York.

Port of New York.	1862.			1863.			1864.			1865.			1866.		
	Vessels.	Tons.	Men.	Vessels.	Tons.	Men.	Vessels.	Tons.	Men.	Vessels.	Tons.	Men.	Vessels.	Tons.	Men.
United States Vessels, Arrived ...	2,693	1,472,989	39,762	1,722	986,713	27,781	1,568	845,172	25,412	1,430	774,458	23,945	1,640	990,116	30,567
,, ,, Cleared ...	2,200	1,281,722	34,513	1,160	776,613	21,679	1,039	672,135	19,867	990	664,096	20,455	1,201	799,082	25,229
British Vessels, Arrived.	1,962	636,712	27,572	2,360	854,806	34,761	2,411	950,454	38,440	2,713	1,015,998	42,514	2,426	1,201,541	45,751
,, Cleared	2,018	647,013	27,772	2,554	1,014,049	37,702	2,594	1,038,906	42,232	2,690	1,014,096	42,234	2,461	1,205,605	46,666
All other Foreign Vessels, Arrived ...	751	442,780	14,483	1,022	540,828	26,594	796	466,280	17,888	697	457,817	12,500	761	574,777	18,987
,, ,, Cleared ...	841	573,782	15,196	1,152	600,942	27,118	827	548,402	18,325	712	481,130	12,930	744	569,702	18,025

			Tons.	Crew.	
Including in the Clearances for the Year 1862—	45	Foreign-built Vessels—	14,655	... 475	Purchased at this Port, and Cleared with Provisional Certificates of Registry.
,, ,,	1863—294	,, ,,	115,769	... 3,504	,, ,, ,, ,,
,, ,,	1864—138	,, ,,	53,912	... 1,525	,, ,, ,, ,,
,, ,,	1865— 41	,, ,,	13,161	... 418	,, ,, ,, ,,
,, ,,	1866— 9	,, ,,	3,153	... 91	,, ,, ,, ,,
	527		200,650	6,013	

8. Comparative Statement of the Increase of British Trade and Shipping at the Port of New York for Five Years, from 1862 to 1866, inclusive.

Year.	Entered.			Cleared.		
	Number of Vessels.	Tonnage.	Crews.	Number of Vessels.	Tonnage.	Crews.
1862	1,962	636,712	27,572	2,018	647,013	27,772
1863	2,360	854,806	34,761	9,554	1,014,049	37,602
1864	2,411	950,454	38,440	2,594	1,038,906	42,232
1865	2,713	1,015,998	42,514	2,690	1,014,096	42,234
1866	2,426	1,201,541	45,751	2,461	1,205,605	46,666

Trade and Commerce.

Imports.—The total imports for the past year have amounted to the large sum of 306,000,000 dollars, at the gold value. If the freight and duty be added to this, and the whole be then converted into United States paper currency, the total will fall very little short of 600,000,000 dollars. This amount of imports is without precedent in the history of the port.

It is curious to notice the eras of trade in successive changes. In 1864 the great bulk of the imports came forward during the first seven months of the year. In 1865 this was exactly reversed, the larger part of the imports having arrived during the last five months of the year. This great increase was continued in 1866, and the imports ran in with enormous aggregates almost the entire year. During the last two months there was a check, and it was evident that the turning-point had been reached. The warehousing movement shows also a wide diversity in its course. In 1864, 99,000,000 of the imports were entered for warehousing, and only 67,000,000 withdrawn, leaving an increase of nearly 32,000,000 added to the stock in bond. During the year 1865, the movement, up to December 1, showed a reduction of this stock; but the large entries in the last month of that year turned the scale, leaving an increase of 3,000,000 over the very large stock held at the beginning of the year. In 1866 the pressure of an enormous amount of imports added further to the stock in bond, although a portion of the seeming excess has been transferred in bond to other ports for withdrawal and consumption.

Classification of Imports at New York.

	1864.	1865.	1866.
	dollars.	dollars.	dollars.
Dry goods	71,589,752	91,965,130	126,222,855
General Merchandise	144,270,386	130,654,000	170,812,300
Specie	2,265,622	2,123,281	9,578,029
Total Imports	218,125,760	224,742,419	306,613,184

The receipts for customs have not increased in the same proportion as the total imports, on account, in part, of the fact that the duties collected were only upon the goods thrown on the market, and not on those which

continue in Government warehouses, or are transferred to the interior in bond.

We turn now to the exports, and the figures which follow are chiefly representatives of paper money values. The exports of specie are mostly at their counted or tale value, but shipments of merchandise are reckoned at their market price in currency. Before giving the monthly details, we present a quarterly Table of the exports, giving the total shipments of the year, exclusive of the precious metals :—

EXPORTS from New York to Foreign Ports, exclusive of Specie.

Quarter.	1863.	1864.	1865.	1866.
	dollars.	dollars.	dollars.	dollars.
First	50,614,908	41,429,756	46,710,118	60,972,531
Second ..	41,146,726	48,446,686	24,216,567	46,766,386
Third.. ..	38,825,587	79,519,134	40,521,493	38,381,202
Fourth ..	40,223,747	52,426,966	67,178,421	46,209,435
Total ..	170,718,968	221,822,542	178,626,599	192,329,554

The exports show a decrease, as compared with 1865, in ashes, flour, wheat, tobacco, and provisions; and a gain in corn, cotton, naval stores, lard, and petroleum.

MONTHLY Fluctuations of Gold during Five Years, commencing with January 1862, the date of the Suspension of Specie Payments.

Date.	1862.		1863.		1864.		1865.		1866.	
	Lowest.	Highest.	Lowest.	Highest.	Lowest.	Highest.	Lowest.	Highest.	Lower.	Highest.
January..	par. to	105	134	160¾	151½	160	197½	234½	136¾	144⅝
February.	102⅛	104⅝	153	172½	157⅛	161	196⅜	216¾	135⅞	140½
March ..	101⅛	102½	139	171⅜	159	169¾	148⅜	201	125	136¼
April ..	101½	102¼	146	159	166¼	187	144	160	125	129½
May ..	102⅛	104⅛	143½	155	168	190	128⅝	145¼	125⅛	141½
June ..	103½	109½	140½	148⅞	189	251	135¾	147⅝	137⅝	167¾
July ..	109	120⅛	123¼	145	222	285	138	146½	147	155¾
August ..	112½	116¼	122⅛	129¾	231½	262	148⅛	145⅝	146½	152¼
September	116½	124	127	143⅛	185	255	142⅝	145	143¼	147⅞
October..	122	137	140⅜	156¾	189	229	144	149	145½	154⅜
November	129	133¼	143	154	209	260	145½	148¾	137½	148⅝
December	130	134	147	152¾	211	244	144½	146¾	131¼	141¾

IMMIGRATION.

The number of immigrants arrived at this port in 1866 was 236,641, showing an excess over the previous year of 36,610. Of that number 138,023, considerably more than one-half, have come from British ports.

New York, May 13, 1867.

COMMERCIAL REPORTS

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DENMARK.

COPENHAGEN.

Report by Mr. Vice-Consul A. de C. Crowe on the Trade and Shipping of the Port of Copenhagen, with Remarks on the General Trade of Denmark, Iceland, and Greenland, for the Year 1867.

The Danish financial year closes on the 31st of March, and all the official statistical tables are brought up to this date, but whenever it has been possible I have endeavoured in this report to make returns up to the end of the calendar year.

According to the tables last published the total weight of the imports and exports to and from Copenhagen in 1866-67 was 1,092,415,168 lbs., which was 21,680,403 lbs., or 1·9 per cent. less than the preceding year. It was, however, only in the export (so far as weight is concerned) that a decrease was perceptible, whereas the weight of the imports was greater than in the previous year.

The weight of the imports in 1866-67 was 861,470,542 lbs., against 779,249,918 lbs. in 1865-66, or 0·5 per cent. more.

The weight of the exports in 1866-67 was 230,944,626 lbs., against 256,920,662 lbs. in 1865-66, or 10·1 per cent. less than the preceding financial year.

There are no recent official tables published of the value of the imports and exports, and I am unable to give any reliable data in this respect. The above figures, therefore, are only of interest inasmuch as they show the amount of tons of shipping employed in carrying these goods.

The total value, however, of the principal exports (the raw produce of the country) in 1866-67 was only 22,675,996 rix-dollars, against 25,631,577 rix-dollars in the previous year.

In this return, cereals figure for 12,796,746 rix-dollars; butter, 2,226,700; and pork, meat, hams, &c., 1,291,776: and by far the largest part of the above articles was shipped to Great Britain, and chiefly from Copenhagen.

The total value of the exports from the kingdom, of both native and foreign produce in 1866-67 was probably about 45,000,000 rix-dollars, and that of the total imports between 65,000,000 and 70,000,000 rix-dollars. These figures, however, must be taken approximatively.

A large portion of the goods imported into Copenhagen are again re-exported to the provinces or other parts, for since the abolition of the Sound Dues, and the recent war, Copenhagen has become the chief trading emporium of the kingdom, and the great bulk of the trade and shipping to and from Denmark centres there.

Mr. Strachey, Her Majesty's Secretary of Legation, having recently, in his Report on the Commerce of Denmark given a concise statement of the general trade of this country, it will be unnecessary for me here to touch upon it.

The income of the Copenhagen Custom-house during the past year from duties, dues, &c., was:—

	Rix-dollars.
Import duty..	3,750,600
Warehouse hire	16,200
Ship's dues	113,200
Trading permits, for commercial travellers, &c.	12,000
	3,892,000
Drawbacks granted..	62,300
	3,829,700
To which must be added the extraordinary war tax on imports	581,000
The excise or brandy tax gave also	343,100
Extra war tax	171,900
Total..	4,925,700

There are 377 brandy distilleries in Denmark, and their produce this year was 33,000,000 of quarts, being 2,723,000 less than last year.

Copenhagen produced about one-third of the total quantity distilled.

The item that gave the greatest return in import duty was sugar, which formed nearly 23 per cent. of the total income. Coffee, tea, tobacco, and rice gave about 15 per cent. more, thus these five items of colonial goods formed 38 per cent. of the total revenue.

As a proof of how great the consumption of foreign products has increased in Denmark during the last 25 years, I may mention that in 1843 the total income of the Copenhagen Custom-house from import duties, with a higher tariff, was only 2,043,000 rix-dollars, a sum about equal to the amount at present produced by the five above cited articles.

The population of the country has, it is true, increased 25 to 30 per cent., but with lower duties the Customs revenue has in the same time increased 170 per cent.

This remark applies especially to Copenhagen, which, as before stated, now absorbs nearly all the trade of the country.

At the end of the financial year 1866-67 the income of the Copenhagen Custom-house was 3,530,000 rix-dollars, while the collective income of all the other Custom-houses in the kingdom only amounted to 1,916,000 rix-dollars.

In 1844-52 the average annual consumption of sugar was about 19.000,000 lbs., or about 15 lbs. for each individual in the kingdom, whereas in 1865-67 the yearly average was 34,000,000, or about 22 lbs. for each person, a consumption scarcely exceeded in England.

In 1867 the import was nearly 41,000,000 lbs., of which 9,000,000 were from the Danish West Indian possessions, and 32,000,000 from other foreign colonies. About 2,000 puncheons of rum were imported from St. Croix.

The next largest revenue producing items are cottons, linens, woollens, silks, metals, and timber goods; their relative value with respect to colonial produce is as follows:—

	Rix-dollars.
Sugar, &c.	2,043,000
Cotton. &c.	1,363,000
Timber	397,000
Metals..	243,000
Other articles	1,400,000

making the total revenue of the country from Customs duties in the financial year 1866-67, 5,446,000 rix-dollars.

The average market price of provisions, the raw produce of agriculture at the port of Copenhagen during the past year, will be seen from the following, and to which, for the sake of comparison, are added the prices of 10 years ago :—

Articles.		Prices in Currency.		
		1867.		1857.
		Highest.	Lowest.	Average.
Hay	per 100 lbs.	2 3 0	1 3 0	1 0 0
Straw	„	1 3 0	1 0 0	0 4 0
Rye	per quarter	24 0 0	14 4 0	11 0 0
Wheat	„	31 3 0	23 0 0	15 4 0
Barley	„	16 4 0	12 4 0	11 1 0
Oats	„	13 4 0	9 1 0	8 3 0
Peas	„	25 0 0	17 0 0	14 4 0
Potatoes	per barrel	4 3 0	3 0 0	2 0 0
Beef	per lb.	0 1 8	0 1 0	0 0 14
Mutton	„	0 1 8	0 1 2	0 0 14
Pork	„	0 1 8	0 1 2	0 0 12
Eggs	per score	1 0 0	0 3 0	0 1 8
Butter	per lb.	0 4 8	0 2 8	0 1 12
Cheese	„	0 1 2	0 0 10	0 0 8

A corresponding rise has taken place in almost all other things, and notably in house-rent and fuel, the former, which is now charged at about the rate of 100 rix-dollars (11*l.* 2*s.*) per room, was ten years ago as low as 80 rix-dollars per room. A fathom of beech-wood likewise which ten years ago could be had for 10 rix-dollars costs now 16 rix-dollars.

The provision export trade of Copenhagen bids fair to take large proportions, especially as since the war that trade which had principally been carried on from the Holstein ports showed a decided tendency to concentrate in Copenhagen. The excellent and regular steam communication which have been established between this city, Leith, Hull, and London, appeared likewise to offer great facilities for its development, but these sanguine expectations have not been realised to the extent anticipated.

The trade meanwhile is far from unimportant, and the returns for the calendar year 1867 show that the export from Copenhagen was about 1,225 tons of pork and hams, 135 tons of meat and sausages, 1,885 tons of butter, and 5,200 tons of flour, and the greater part of the three first-named articles was shipped to Great Britain.

The export of beef from Copenhagen is very insignificant, and will probably remain so, the farms in Zealand being all dairy farms, and cattle-feeding for export is therefore an exception, and it is even necessary to import from Jutland and Sweden the greater part of the oxen required to supply the city and shipping with fresh and salt beef.

The trade in pork, which is the most important, was very unsatisfactory in 1867; owing to the high grain prices it did not pay farmers to fatten their hogs, as the value of pigs' meat in all shapes in England (which rules Copenhagen market prices) did not keep pace with the rise in the grain prices, consequently the hog market was scantily supplied, and the export lists show a falling off compared with the previous year.

One firm in this city which exports more than 67 per cent. of the total quantity sent to England, cured only two-thirds of the quantity

cured in 1866. Of contracts for the British navy, 1,350 tierces (equal to 300 lbs.) and 20 barrels (equal to 200 lbs.) were taken here, and the deliveries, I am informed, have hitherto given satisfaction.

The prices paid for fresh pork at the Copenhagen market was as follows:—

	Per cwt. Rix-dollars.
From April to May	18 to 18½
„ June to July	20 ..
„ July to August..	20 21
„ August to September	19½ 20
„ October to November	18 19½
December	17 ..

The average value of pigs' meat and its preparations, however, may be fixed throughout the year at from 2*l.* to 2*l.* 10*s.* per cwt.

Butter.—The last year was a bad one for exporters.

The prices paid to the producers were in most cases higher than the selling prices obtainable in the foreign markets, and the consequence was that the holders held back, and fewer shipments than usual were made. The summer likewise was unusually wet, and the butter churned was of inferior quality, and kept badly, which also contributed to depress the market and check the export. As early as October it was already difficult to obtain the best qualities, and the demand for winter-made butter arose earlier than usual, but as the high corn prices have induced the farmers to stint their cows the produce will be inferior and diminished, and prices will probably be kept up until the spring.

Prices averaged during the year for best dairy butter from 92 to 116 rix-dollars per 247 lbs.; ordinary ditto, from 68 to 84 rix-dollars per 247 lbs.

The rates of exchange during the year were as follows:—

	Lowest.	Highest.
London, short sight	8 55	9 4*
„ 3 months	8 77	8 93*
Hamburg, short sight	199¾ 0	201 0
„ 3 months	199¾ 0	201 0

* Per £1.

less 4¾, 4¼, 3¾, 3¼ per cent. discount.

The rate of discount for first-class paper was—Lowest, 3½ and 4 per cent.; highest, 5 and 5½ per cent.

Shipping.—The number of vessels employed both in the home and foreign trade was less than the preceding year.

The cause of the decrease must chiefly be attributed to a diminished corn exportation.

The decrease, as regards numbers was about 10½ per cent., and as regards stowage about 9 per cent.

In the financial year 1866-67 Great Britain had the largest share of Denmark's foreign trade, having carried upwards of 464,000 tons of goods to and from Denmark. Sweden came next with 270,000 tons.

The number of vessels that cleared in and out of the port of Copenhagen during the same period was as follows:—

	Cleared in.	
	Ships.	Tons Discharged.
Sailing ships..	7,606	317,706
Steamers	2,774	106,614
Total	10,380	424,320
	Cleared out.	
Sailing ships..	7,494	75,088
Steamers	3,276	85,492
Total	10,770	160,580

The above figures do not include the numerous steamers that only call for coaling or other purposes.

The number of British vessels that entered and left the port of Copenhagen during the past year was 785 ships, of a total tonnage of 185,579 tons; thus Great Britain had the most important share of the foreign trade at this port.

A large number of the English steamers bound for the Baltic and Russian ports call at Copenhagen for coaling or taking up or landing passengers, &c., but as they rarely remain for any time in port, they do not make entries at the Custom-house or deposit their articles at the Consulate: it is not easy, therefore, to state their number or tonnage.

Next to Great Britain, Sweden has the largest share of Denmark's foreign trade. The number of Swedish vessels entering Copenhagen considerably exceeds those of Great Britain, but their aggregate tonnage is smaller.

The number of Prussians will doubtless soon increase as a Treaty has just been concluded between Prussia and Denmark admitting the vessels of the former Power to a participation in the coasting trade for ships of a small tonnage.

The rates of freight from Copenhagen, during the past year, averaged about as follows:—

FOR HEAVY GOODS.

	Per Ton.				Per Foot.			
	s.	*d.*	*s.*	*d.*	*s.*	*d.*	*s.*	*d.*
To London	10	0 to	20	0	.. 0	9 to	1	6
East Coast	8	0	17	6	.. 0	9	1	3
Scotland	8	0	15	0				

FOR CORN.

From January to April.

	Per Quarter.	
	s.	*d.*
To Firth of Forth, or Scotch coal ports	2	3
East Coast	2	6
London	2	9

From April to July.

Firth of Forth, or Scotch coal ports	1	9
East Coast	2	0
London	2	3

From July to October.

	s.	d.
Firth of Forth, or Scotch coal ports	1	3
East Coast	1	6
London	1	9

From October to January.

Firth of Forth, or Scotch coal ports	2	0
East Coast	2	3
London	2	6

Denmark is not a manufacturing country, and has not, like the other Scandinavian kingdoms, mineral wealth, extensive fisheries, or large forests producing timber for export: she depends thus for the employment of her shipping mainly on the produce of agriculture, and when these fail freights fall, and her vessels have to lay up or seek employment abroad.

The harvest of 1867 was below the average, and the stock of grain was small; and there was more ship-room offered than there was employment for, and the freight-market throughout the year was so bad in consequence that it did not pay shipowners to keep their ships in the export trade. Ship-room, which was sought for during the early part of the year at the rate of 2*s*. 9*d*. per quarter (barley standard of 448 lbs.), was offered in the autumn at 1*s*. lower, and the rates of freights for other articles of export fell in a corresponding proportion.

The prospects of better employment for their shipping in the present year (1868) are promising; for although, as already stated, the harvest in Denmark was decidedly unfavourable, the result of the English harvest was equally unsatisfactory, and the same may be said of the year's produce of cereals in France, Holland, Belgium, Sweden, and Norway. It is stated that Great Britain will require this year a foreign supply of at least 8,000,000 quarters, for a portion of which she will look to Germany, the largest corn-exporting country in Europe; and although the harvest in the North, especially in the Königsberg and Dantzic districts, was likewise defective (so much so that, instead of about 1,000,000 quarters of wheat which are annually exported from these two places alone, it is expected that barely one-third of that quantity will be shipped this year), the abundance of the excellent harvests in Austria, Bohemia, and Hungary, will find its way to Stettin and Hamburg, and at the present high corn prices in the English market create a considerable demand for ship-room.

As the stock of grain at Odessa and the corn provinces, last September, was nearly 6,000,000 quarters, it is expected that very large quantities will this year be exported from South Russia, and there also the Danish shipowners expect lucrative employment for their vessels.

One of the principal sources of employment for British ships trading to the Baltic is carrying coals for Copenhagen. As many as 400 ships are annually employed in this manner. They discharge their cargoes here, and then proceed in ballast up the Baltic or Gulf of Bothnia to their loading ports.

The freights offered them by the agents of the Copenhagen coal-houses in England are tempting, especially when it is considered that without them they would, in the majority of cases, have to proceed thither in ballast.

It is the custom, however, of the firms in this city to instruct their agents to insert in the charter party that freight shall be payable according to weight taken on board, and the bill of lading is filled out at the coal-port according to the invoice or weight-note from the coal-owners. Now it is a notorious fact that much over-weight is given at the pit's

mouth, and the consequence is that in many cases, when the bill of lading is presented to the master for signature, he finds that the tonnage entered in that document is less than the actual quantity loaded in. The agent refuses to make any alteration, and tells him matters will be put right on this side; but on arrival out here, the receiver refuses to have the cargo weighed or measured, or to recognise any other document than the bill of lading; and masters have no choice but to accept the loss, which in some cases may amount to 10 per cent. of the total freight, for it will neither serve their purpose either to detain their ships or go to law.

I have frequent complaints made to me on this subject, and have done what I could to remedy the abuse, and in the case of one large coal-firm in this city have occasionally succeeded in obtaining justice for our ship-masters; but the practice is of too long standing, and evidently forms too important a source of profit to be willingly relinquished; and I have thought it right to make the fact public, and thereby warn masters to be careful in future in making their coal charters for Copenhagen.

In some cases masters have refused to sign bills of lading, and have made protests before a Notary Public in England, reserving their rights. This entails some expense, and in nowise betters their position; for on arrival here the receiver equally refuses to acknowledge any documentary evidence, as to weight, other than the bill of lading (pit-owner's invoice), and the master can choose between giving way, or taking back his cargo, or going to law.

The profits on coals sold in Copenhagen must be very large; they are retailed at the rate of from 25*s* to 29*s*. per ton. Freight from England is about 9*l*. per keel, and the charges on this side consist only of a duty of about 1*s*. per ton, and the ordinary labour charges.

The import is very large, amounting to between 150,000 and 200,000 tons annually; and the trade is at present almost a monopoly, being confined to two or three wealthy firms, who have hitherto been able to defy competition.

Copenhagen is the most important shipping port in the kingdom. The Danish commercial marine, in 1867, counted 3,736 ships, of a tonnage of 172,462 tons, reckoning the Danish commercial last of 150 cubic feet as equal to 2 tons register. Of this number of vessels, 988, of a collective tonnage of 49,640 tons, belonged to Copenhagen.

Denmark's commercial steam fleet, at the same period, consisted of 82 vessels, of the collective burthen of 8,842 tons, and 4,233 horse power, of which the half belonged to Copenhagen.

Unlike our merchantmen, Danish vessels are almost exclusively manned by natives, or at least Scandinavians, the employment of foreigners being the exception, and not the rule. The Danish sailors are in general a sober, well-conducted class of men, and well up to their duties, and are plentiful at this port at wages varying from 20 to 22 rix-dollars (2*l*. 5*s*. to 2*l*. 9*s*.) per month. Our shipmasters prefer them to Englishmen; and although the number of these latter subsisted and sent home by this Vice-Consulate is large (290 were thus provided for, and sent home at the expense of Government in 1867), it is but rarely I can induce masters in want of hands to engage them, the reason given being their habits of intemperance and insubordination—a statement I am sorry to say that my experience at this port fully confirms.

I have in former Reports pointed out the important reforms the Danish Government have effected in their Navigation Laws, which are now completely revised and assimilated to the English system, both as regards the measurement and registration of their merchant vessels as well as the internal arrangements for the accommodation of their crews, and the relative duties and positions of masters and men; and in view of a similar

recognition in Great Britain, it is now proposed at once to exempt British vessels from re-measurement in Danish ports, in such wise that in future British certificates of registry (measure bills) will have the same validity as similar Danish documents; and dues will be paid in Danish ports according to the tonnage denoted therein.

It is also proposed, during the present session of the Legislative Chamber, to make a considerable reduction in the tonnage dues charged on shipping, which now amount to nearly 7*d.* per ton, exclusive of pier dues. Much credit is due to the Danish Government for having taken the initiative in introducing these liberal reforms, and in relieving shipping from burdens and restrictions; and it is highly satisfactory that they have decided upon adopting our system as their model, and in some instances have anticipated the reforms they judged likely to be carried out in Great Britain.

When it is borne in mind how large a number of British steam and sailing ships annually visit this port alone, these facts will not be without interest to our shipowners.

The want of a dry dock suitable for repairing vessels of a large tonnage has been much felt in Copenhagen, for hitherto this class of vessels has been forced to go over to Sweden or elsewhere to have their repairs effected, with loss to the port and great inconvenience to shipowners. It has now, however, been decided to give up the old Government Dock at Christianshaven; and the Government propose to apply a sum of 218,000 rix-dollars to turn it into a suitable slip for commercial vessels.

Two Laws affecting shipping have just received the royal sanction: the one subjecting emigrant ships to a stringent and salutary supervision; and the other defining the Quarantine Regulations to be put in force with respect to vessels arriving from infected ports, or having sick on board, and fixing the scale of fees to be levied in such cases for medical inspection, surveillance, &c.

As translations of these Laws have presumably been transmitted to the Foreign Office, from Her Majesty's Consulate at Elsinore, it will be unnecessary for me here to speak of them more in detail.

Lights, &c.

The following new lights, marks, and buoys have been placed on the Danish coasts and waters during the year 1867:—

In the North Sea.—On Hirsholms N.E. reef, a float with red pole and two brooms, in 4 to 5 fathoms water, about 2,000 feet to the E.N.E. of the Hirsholm Lighthouse.

On Hirsholms N.W. reef, a float with white pole and broom, in 3½ to 4 fathoms water, about 10,000 feet N.N.W. of Hirsholms Lighthouse.

In the Kattegat.—On the N.E. end of the Skaw Reef, a beacon formed by a red striped, pointed iron barrel, four times larger than the former one. This barrel is 11 feet high, and has a 15 feet long pole, with a 6 feet high ball to it.

At the North Lœsö, North Rönner, there is now a sunken yacht with topmast above water. Position: 5 miles N.E. of North Rönner.

In the Lœsö Channel, a shoal or ground has been discovered in 9 feet of water, called Phœnix. Position: half a mile from land, with Ostre Höisand bearing S.¼W.

In the Lœsö Channel there is the wreck of a schooner in 2 fathoms water. Position: Sœby Church S.W.½S.; S. end of high land in W.N.W. about three quarters of a mile from land. A pole with green flag is placed over it.

At Aalbœk Bay, a sunken wreck with masts above water. Position:

Skaw Light N.E.$\frac{1}{2}$E.; Aalbœk Mill in W. by N. A pole with green flag has been placed over it.

In the Baltic.—South of Laaland, at Ostremarker, on Röd Sand, over a wreck (in 9 feet water), a buoy with red ball or balloon has been placed in 12 to 15 fathoms water. Position: 54° 35′ N. lat., 11° 45′ W. long.

North of Laaland, on the N.W. reef at Veirö, over a wreck (in 7 feet water), a float with white pole and broom, in 3 fathoms water. Position: N.N.W.$\frac{1}{2}$W., about 9,000 feet from the Veirö Light.

At Omösund there is a wreck in 12 feet water. Position: Helholms Light E. to S., with the S.E. point of Omö bearing S.W., about 2,000 feet W. of Helholms Light.

At the south-eastern entrance to Svendborg Sound, on the S.E. end of the Thorö Reef, a float with red ball has been placed; and also at Lœnkebugt, at Svendburg Sound, a red barrel, with red pole and broom, has been placed on the Thorö Reef, at the entrance of the Sound.

At the South Stevns, Rödvigs Harbour, there is a sunken sloop in 7 fathoms water. Position: S.W. of the harbour, about 2$\frac{1}{2}$ miles to the S. of Felskovs Reef.

In the Kallundborg Fjord at Gisselöre, a new harbour light has been erected. Fixed red light, 29 feet above sea level. Position: 165 feet N.W. to W. of the old light, which has been pulled down. Lighted for the first time 1st January, 1868.

At Rödsand, near Laaland, a red barrel, with red pole and black ball, has been placed in 16 feet water, to mark out the Ostremarker.

In the Skaggerack there is a wreck with one mast above water, on the N. side of the Skaw Reef, in 7$\frac{1}{2}$ fathoms water, over which a pole with green flag has been placed.

In the Drogden Sound there is now the wreck of a small schooner, in 4 to 5 fathoms water. Position: Hollanderby Church W. by S., Frelsers Church N.N.W.$\frac{1}{2}$W., keeping the Powder Tower on the E. edge of Kastrup Harbour, and Maglebylille Mill on the N. edge of Jordborg Remise.

A new light has been erected on Enebœr Point (Odde) in the Odense Fjord. Fixed yellow light; range of light, 7 miles. Position: 55° 54′ 30″ N. lat., 10° 33′ 55″ E. long. Placed on a wooden pillar.

The light on the Three-Crown Battery, Copenhagen, was removed, on the 15th January, 144 feet towards the S.E., and placed on the new case-mated building.

In the Great Belt.—A new light has been erected at Sprogö. It is an ordinary lense of the third class, with a white flash every two minutes. Height 130 feet above sea level. Will be lighted in the autumn of 1868.

At Kobberdybet, between Langesand and Smörstakken, on the N. side of the channel, a float, with red pole and broom, has been placed in 13 feet water. Also, on the S. side of the same channel, a float, with white pole and two brooms, has been placed in 14 feet water.

At Smaaland there is now a sunken wreck on the N.W. of Veirö, in 7 feet water, near which a float, with white pole and broom, has been placed in 3 fathoms water. It lies about 9,000 feet N.N.W.$\frac{1}{2}$W. of Veirö Light.

It has hitherto been the custom of the Danish Marine Department to transmit public notices of new lights, beacons, marks, &c., to the Danish Foreign Office, and this latter again transmits them to the foreign Consulates, whence they are sent to the foreign Marine Boards. In this manner it has been found that delays and inaccuracy occur. To remedy this, an arrangement has been made between the Danish Government and those of Holland and of Sweden and Norway, to the effect that in future

all such notices shall be transmitted and received direct to and from the Marine Dapartments of these countries.

The new system is already in operation, and works advantageously; and in the interest of navigation in general will probably soon be adopted by other maritime nations.

The Harvest of 1867.

Throughout Denmark the harvest of 1867 was under an ordinary average year. This especially applies to winter corn and rye, and in some degree to wheat.

With respect to spring-sown corn, however, the yield of the barley and oats crops was in general equal to an average year.

The general unsatisfactory result of the year's harvest must be attributed to the unfavourable state of the weather.

The previous autumn had been very wet, so that the winter seed was sown somewhat late and in moist soil. The winter following was stormy, with heavy snowfalls; and the spring set in unusually late, which in many instances caused the total loss of the rye crop. Snow fell in the month of April and May, and severe night frosts were experienced until the end of the latter month, which not only retarded the development of the winter-sown corn, but likewise caused the spring seed to be laid in the ground a month later than usual.

The summer was very variable, and at the end of June a violent storm from the north-west caused great damage to the rye, which was then in bloom, The warm weather which supervened in August and September, however, to some extent repaired the damage; and although the subsequent cold and wet weather rendered the drying and housing of the corn difficult, it was all garnered about the middle of October.

The Hay Crop was very promising in June, and an abundant yield was anticipated; but unfortunately continuous rains in July rendered the making difficult, and its value was seriously depreciated. The same climatic causes that exercised a deleterious effect on cereals affected the potato, and the disease appeared early and in numerous districts.

Wheat suffered less than other grain. The crop was generally even and good, and the quality satisfactory. The yield of straw was considerably less than an average one.

It was free from disease, except in a few districts, where rust and mould showed themselves.

The average market price per quarter, during the year, was—highest, 31 rix-dollars 3 marcs; lowest, 23 rix-dollars.

Rye.—The crop was generally inferior, both as regards quality and quantity; and in many cases, owing to the wet weather, the new seed began to germ on the root.

The yield in many parts was only one-half as good as an average year, and the seed very light.

Average market price per quarter during the year: highest, 24 rix-dollars; lowest, 14 rix-dollars 4 marcs.

Barley.—The crop was equal to an average harvest. The weight of the seed, however, in many parts was light, but the straw was long and good.

Average price per quarter during the year: highest, 16 rix-dollars 4 marcs; lowest, 12 rix-dollars 4 marcs.

Oats gave a better result than any other cereal, and the yield was rather above than below an average year. In some parts of Bornholm it was cut green as late as the middle of October, but on the other islands and in Jutland the crop was very good, and of full weight.

Average market price per quarter during the year: highest, 13 rix-dollars 4 marcs; lowest, 9 rix-dollars 1 marc.

Potatoes suffered much from the disease, which appeared early in August on the islands, but only at the end of the month in Jutland. The yield was very inferior, and the tubercle small.

Average market price per quarter during the year (470 lbs. to the quarter): highest, 8 rix-dollars 3 marcs; lowest, 6 rix-dollars 2 marcs.

The relative result of the three years' harvests, 1865-67, may be judged from the following Table, showing the total exports from the kingdom during those years:—

Articles.	Between 1st Oct. 1864, and 30th Sep. 1865.	Between 1st Oct. 1865, and 30th Sep. 1866.	Between 1st Oct. 1866, and 30th Sep. 1867.
Buckwheat .. .. barrels	1,827	6,754	9,781
Barley .. .. „	1,655,633	1,005,352	1,534,709
Beans .. .. „	..	8,718	..
Peas .. .. „	52,618	25,427	43,651
Oats .. .. „	869,846	308,546	772,115
Wheat .. .. „	467,367	401,064	384,562
Malt .. .. „	4,601	3,377	3,023
Rye .. .. „	581,286	293,347	356,948
Tares .. .. „	3,968	1,266	5,046
Total .. .. .. „	3,637,146	2,053,851	3,109,835
Buckwheat-meal and grits .. lbs.	9,761	18,484	34,030
Barley-meal .. .. .. „	6,123,002	12,625,360	3,723,675
Bean- and Peas-meal .. .. „	..	15,708	75
Oatmeal .. .. „	4,729	21,053	14,714
Wheat in flour .. .. .. „	18,308,602	15,409,080	22,254,862
Rye-meal .. .. „	6,997,965	6,639,374	9,047,862
Total .. .. .. „	31,444,059	34,729,059	35,075,218
Reduced to .. .. .. barrels	157,220	173,645	175,376
Rape & other seed for pressing cakes „	173,009	42,845	58,261
Cereal totals brought down	3,637,146	2,053,851	3,109,835
Total export in barrels	3,967,375	2,270,341	3,343,472

From the above figures it would appear that the harvest of 1864 was above an average year; that of 1865 considerably under the average; whereas the year 1866 may be reckoned as an average harvest.

England continues to be the largest importer of Danish cereals, as will be seen from the following Table of exports:—

	1865-66.		1866-67.	
	Barrels.	Per Cent.	Barrels.	Per Cent.
England	1,957,411	50·99	1,903,739	61·02
Sleswig and Holstein	688,373	17·93	461,168	14·78
Norway	545,199	14·20	359,384	11·52
Holland	241,936	6·30	90,770	2 91
Sweden	206,502	5·38	153,624	4·92
Feroe and Greenland	81,703	2·13	43,946	1·41
Hamburg and Lübeck	64,272	1·67	29,770	0·95

The extent of the direct importation to Great Britain of wheat, barley, oats, and wheaten flour, during the ten years, 1857-66, will be seen from the following Return :—

	Wheat.	Wheaten Flour.	Barley.	Oats.
	lbs.	lbs.	lbs.	lbs.
1857	124,600,000	400,000	148,400,000	67,800,000
1858	129,900,000	600,000	121,700,000	49,600,000
1859	131,800,000	1,100,000	167,500,000	56,100,000
1860	114,800,000	2,700,000	151,400,000	52,700,000
1861	98,900,000	2,000,000	93,800,000	82,300,000
1862	63,000,000	1,400,000	114,100,000	84,600,000
1863	55,500,000	3,000,000	125,700,000	158,100,000
1864	100,200,000	3,800,000	128,900,000	66,100,000
1865	89,500,000	4,600,000	154,900,000	109,500,000
1866	69,500,000	6,400,000	145,000,000	39,800,000
Total	977,700,000	26,000,000	1,351,800,000	766,600,000

Land taxes in Denmark are assessed according to the year's average value of the different kinds of cereals and agricultural produce. The Government officers in each district fix this value according to the abundance and quality of the harvest, and it may therefore be interesting to state here what the value was for the past year.

The official average value of the whole kingdom for 1867, was, for—

		Rgsd.	Skill.
Rye	per barrel	9	59
Barley	„	6	32
Oats	„	4	20
Wheat	„	12	58
White Peas	„	8	77
Grey „	„	8	47
Buckwheat	„	5	57
„ grits	„	11	75
Butter	per 17½ lbs.	4	64
Pork	„	3	38
Honey	per quart	0	28

N.B.—The Danish Barrel is equal to 38,270 bushels. The Danish dollar is equal to 2*s.* 3*d.*, and contains 96 skillings.

The flour trade with England is not of great importance. There are about 20 steam-mills, besides a number of windmills, in Copenhagen and its vicinity, but none very large—the productive capacity of the largest one probably not exceeding 50,000 quarters of grain per annum.

The production of the mills, however, considerably exceeds the consumption of the city, and the surplus is exported mostly to Sweden and Norway. The trade with England, generally speaking, is not remunerative to the millers, and is only resorted to when other outlets fail; consequently it is difficult to trace any regularity in the progress or decrease of this trade, as it is governed entirely by local circumstances, independent of the movement of the trade at large. In the last quarter of 1867, for instance, the famine in Sweden and Finland created an unprecedentedly large demand for flour of all kinds, principally barley and rye, which afforded a highly remunerative occupation to all the mills, and the less paying export to England was reduced to a minimum.

The quality of the Copenhagen flour is much appreciated, especially in Scotland, whither by far the greater portion is sent. Its value is about 8*s.* per ton less than the best German flour.

The average annual value of flour may be estimated at from 15*l.* to

20*l.* per ton. The total export of this article from Copenhagen, during the past year, was about 5,200 tons.

In 1865 there were in Denmark about 1,428,000 hectares of pasturage or meadow land, and 1,135,000 hectares growing cereals of different kinds, and potatoes.

In 1861, the land under cultivation was apportioned as follows :—

	Hectares.
Wheat	75,800
Rye	247,000
Barley	317,000
Oats	373,000
Potatoes	32,000
Buckwheat	28,000
Hemp and Flax	4,200
Hops	3,200
Turnips	3,000
Vegetables	42,000

The total yield of cereals is estimated at upwards of 30,000,000 hectolitres; and the total value of the produce of the land under cultivation, as above, may be taken at at least 12,000,000*l.* sterling.

The employment of the produce may be fixed as follows :—

	Hectolitres.
For Seed	3,000,000
Home consumption	9,000 000
Cattle feeding	12,000,000
Exportation	5,000,000 to 6,000,000

In 1860 the number of persons employed in agricultural pursuits was 737,500. Of this number, 151,000 were farmers, or managers of farms; 423,000 were women, children, and old men; 85,000 farm labourers; and 70,000 male and female farm servants, &c.

GREENLAND.

The summer of 1866, in North Greenland, was raw and variable. The cold weather set in towards the end of September, and increased steadily and with unusual severity until the end of the year. At Disco Bay, in December, the thermometer stood at 30° below zero (Réaumur).

In January following the weather became milder, but in February the thermometer again fell, and at Upernavik it stood as low as 35° below freezing point. At the end of April and beginning of May spring commenced, and was followed by an unusually warm and dry summer. The snowfall in the autumn and winter was much heavier than usual, and impeded communication.

The ice on the coast and in the fjords was very strong, and prevented the letter bags reaching the coast in time for transmission by the spring ships; and vessels arriving at North Greenland found the harbours still icebound. This was particularly the case at Omenak.

Although the autum of 1866, in South Greenland, was cold and variable, the average winter temperature was mild, so much so that in the month of January following the weather was quite spring-like; and it was only at the colony of Holsteinsborg that severe cold was experienced.

At Godthaab the lowest winter temperature was 22° (Réaumur), at Juliane Haab 17°, but at Holsteinsborg 29°.

On account of the calm weather, however, the permanent winter ice in-coast, like at North Greenland, was very considerable. The snowfall, on the other hand, was small until the month of April, when a large quantity fell. May was unusually fine and steady, but early in July very stormy weather, with much rain, set in and continued till the autumn.

In 1866 the "great ice," from the middle of May until August, rendered the navigation from Godthaab and to the south very difficult. It separated soon afterwards, and in the course of the winter was seen off the Juliane Haab's district, but it only approached the land in the following April; and although it blocked up the coast of the latter district and Frederick's Haab, it did not form so serious an obstacle as was anticipated, in consequence of the unusually continuous and violent south winds which prevailed during the summer.

The seal fishery in South Greenland was unequal as to localities, but the winter's catch was, with few exceptions, unusually good. At certain places where the fishings failed, the take of sea-fowl was unusually abundant.

There was an abundance of seals in North Greenland in the autumn of 1866 and spring of 1867, especially in the Disco Bay district; but the catch was small, owing to the inability of the inhabitants to take advantage of the circumstance.

In the month of December, in the Egedesmindes district, there were likewise large numbers of seals, probably owing to the west ice lying so near the coast; and it was only at Upernavik that the catch was small.

The yearly average catch of seals off the coast of Greenland may be estimated at about 90,000, viz., 47,600 at North Greenland, and 42,400 at South Greenland.

Only one whale was taken at the Danish Colonies, but the sale of its oil and whalebone realised 7,000 rix-dollars.

The result of the shark and cod fishings was very small.

The number of fox and reindeer skins that were brought to market was likewise comparatively small, but a larger number than usual of dog-skins were offered for sale.

Disease among the dogs still continued to manifest itself, and caused much uneasiness, since it was feared that many stations might lose their entire stock of these eminently useful animals.

The year's return of blubber and liver from North Greenland was 8,365 barrels, and from South Greenland 6,100 barrels, which is considered a good average result.

The sanitary condition of the Northern Colonies was unfavourable, owing to the prevalence of influenza, which in some districts carried off 4 per cent. of the inhabitants. South Greenland was more favourably situated, and was only visited by an epidemic quinsy, which did not, however, increase the rate of mortality.

As may be expected from the Greenlanders' mode of life and insufficient nourishment, the chief causes of death among them are consumption and infantine diseases.

The population, at the end of 1866, amounted to—

	Males.	Females.	Total.
In South Greenland	2,521	3,036	5,557
In North „	1,951	2,035	3,986
Total Danish Colonies ..	4,472	5,071	9,543
In 1865	4,452	5,029	9,481
Increase	20	42	62

The total births and deaths, in 1866, was 364 births, and 303 deaths.

The inhabitant of the polar regions is much like his brethren under the tropics, and considers labour of any kind as injurious and probably

unbecoming, and consequently takes to it only when forced thereto to satisfy his primitive wants. The inspectors at the Danish Colonies have notwithstanding made laudable efforts to arouse the energies of the Greenlanders and develop their producing powers, and especially to instil into the rising generation a greater taste for the healthy and useful art of rowing; and during the last year the number of seal-fishers has increased from 867 to 964, and the number of boys under 18 who own kjaks (a species of boat) has risen from 191 to 214, and the number of kjaks from 1,305 to 1,410, and of female boats (boats used by the native women) from 178 to 183.

The inspectors, however, in spite of the increasing prosperity of the natives, have not succeeded in giving them a taste for the advantages of civilization, either as regards their habits or the improvement of their habitations.

The ships trading to the Colonies in 1867 met with no disasters. A considerable amount of chryolite is now yearly exported from the Arsut Fjord, and in the past year (1867) no less than 30 vessels, many of which were English, fetched cargoes thence. Three American vessels were totally wrecked there in the ice.

The quantity of chryolite exported was about 635 cubic fathoms, of which 414 fathoms were shipped direct to the United States.

Before closing this section of my Report, it may not be out of place to mention that the Alpine traveller Mr. Whymper, and two friends, visited North Greenland last summer, with the intention of penetrating as far inland over the ice towards the east as possible. The expedition should have started in the middle of June from Jacobs-haven, but the epidemic then raging there among the inhabitants prevented his obtaining the necessary assistance.

The country about the Pakitof Fjord, however, was reconnoitred, and hopes entertained of being able to penetrate into the interior; but it appears that while the preparations were being matured, the state of matters changed. Large seas were discovered on the surface, the weather became unfavourable, and I understand the explorers penetrated not much farther into the interior this time than on a former occasion.

ICELAND.

The extent of the principal articles of import to Copenhagen from Iceland, during the calendar year 1867, was as follows :—

Wool.—About 563,200 lbs. were imported. The large stock on hand in England kept prices down until June, when they showed a tendency to rise. In August business was done at prices varying from 120 to 134 rix-dollars per 352 lbs., but later in the year they fell again to 112 to 120 rix-dollars per 352 lbs.; and for mixed and black wools as low as 85 rix-dollars. The total import was 10,560 lbs. less than the preceding year.

Train Oil.—About 9,200 barrels were imported. Last year's stock sold at 28 rix-dollars per barrel. The new oils reached this port in July, and were disposed of at prices varying between 30½ and 32 rix-dollars per barrel.

Later in the year news reached Copenhagen of a successful shark fishery, both from Iceland, Greenland, and Norway, when prices fell as low as 28 rix-dollars; but in November, when importations ceased, again rose to 32 to 34 rix-dollars.

The total importation was 4,400 barrels more than last year.

Clipfish.—Importation, 1,900,800 lbs. In the month of May news reached this place that the Norwegian cod fishery was unsatisfactory, which gave rise to considerable speculation, and from 38 to 42 H. B. marcs were paid per 352 lbs., free on board in Iceland, for shipment to Spain.

In September, however, it became known that not only the Norwegian but also the Iceland cod fisheries had been very good, which, coupled with the revolutionary outbreaks in Spain, caused a considerable fall in prices, so that market cargoes later in the season realised in Spanish harbours only from 24 to 27 H. B. marcs per 352 lbs., ex freight. One cargo, sold by auction at Corunna, in December last, fetched only 16 marcs 12 skillings H. B., per 352 lbs., ex freight.

Prices paid in Copenhagen ranged between 20 and 28 rix-dollars per 352 lbs., until October and November, when considerable arrivals forced prices down to 16 to 19 rix-dollars.

The import was 598,400 lbs. greater than last year.

Flat Fish.—Importation, 309,760 lbs. (in 1866, only 355,520 lbs.) Prices ranged from 40 to 41 rix-dollars per 352 lbs.

Salt Lamb.—Import, 2,850 barrels (in 1866,1,850 barrels). Prices ranged from 20 to 27 rix-dollars per barrel of 246 lbs., nett weight.

Tallow.—517,440 lbs. imported (in 1866, 422,400 barrels). First quality fetched from 21 marcs 12 skillings to 22 marks H. B. per 17½ lbs.

Wool.—The extent of the wool trade between Iceland and Great Britain will be seen from the following :—

Destination.	1866.	1867.
	bales.	bales.
Liverpool	3,517	2,486
Hull	1,050	1,758
Grangemouth	206	81
Leith	13	55
Grimsby	123	..
Total	4,909	4,380

In the years 1860-62 the exports only averaged 2,393 bales.

Danish Fishing Company.

The operations of the last year were not more successful than those of the preceding one, notwithstanding the improved implements and apparatusses they were provided with.

The screw steamer "Thomas Roys" was at a considerable expense fitted out last winter for seal fishing, and left last February for the Polar Seas, and was so fortunate as not only to find the best fishing station in the icy regions between Jan Mayen and Spitzbergen, but also to fill the steamer in about 10 days with seal blubber.

The "Thomas Roys" met with a large number of steamers there, both English and Norwegian. They counted as many as 30 at one time, but theirs was the only one under the Danish flag, and the smallest of them all. She arrived in Iceland on the 6th of April, at the Company's station, Djupavog, where she discharged her cargo; and as soon as the ice permitted, commenced the whale fishing in company with a Danish schooner and one smaller steamer (which was in May and June); but although there was a large number of whales off the coast, but few were killed and landed, owing to the inferiority of the new implements and rockets. Only 13 whales were landed, and the accounts of the Company, in consequence, show a fresh loss this year of between 60,000 and 90,000 rix-dollars, in which, however, is included the loss of one of their ships.

As it has been found that all the rockets employed were wanting in

the necessary explosive power, the Company propose next year making a trial with dynamite (saturated nitro-glycerine) instead of gunpowder, and the experimental results already obtained appear to promise much success.

It is also proposed to follow the example of the French whale-fishers at Kamschatka and the Sea of Okotsk, and use poison, although much opposition is expected from the Icelanders, who now use the belly of the whale for food.

Only 177 whales were killed at the Feroe Isles in 1867 (at Vaagö), which gave, however, but little train oil.

The seal fishery about Jan Mayen appears to be the most productive of the Arctic Seas. Its result in 1865 was about as follows :—

	No. of Ships.	Seals Caught.
English steamers	4	71,000
„ sailships	11	28,000
Norwegian „	18	66,000
Ships of other nations	8	14,000
Total	41	179,000

In 1866 :—

	No. of Ships.	Seals Caught.
English steamers	6	77,000
„ sailships	7	19,000
Norwegian „	16	49,000
German „	3	7,000
Total	32	152,000

100 of the Greenland black-sided seal (*Phoca groenlandica*) gave on an average 25 barrels of oil, 100 of the *Phoca christata* gave an average of 34 barrels, and 100 young seals about 15 barrels.

Previous to the year 1854 the trade with Iceland was a close monopoly in Danish hands, but since then the foreign trade has been liberated from most restrictions and thrown open to foreigners. It is now proposed to bring in a Bill, during the present session of the Rigsdag, to enable foreigners to share likewise in the coasting trade between the native ports; and efforts are being made to establish a steam communication round the island.

General Remarks.

The census of domestic animals in Denmark, taken in 1866, gave the following results, to which, for the sake of comparison, I add the returns for the previous census year, 1861 :—

	In 1861.	In 1866.	Increase.
			per cent.
Horses	325,475	352,603	+8·33
Horned cattle	1,120,866	1,193,861	+6·51
Sheep	1,748,895	1,875,052	+7·21
Pigs	303,976	381,512	+25·51

This increase in the stock of domestic animals, in these few years, is very satisfactory, especially when regard is had to the fact that the consumption of stock during the late war was unusually great, and that at least 2,000 horses were taken out of the country during the German occupation.

The export of live cattle, meat, and pork, was also much greater than usual.

It is a curious fact that there is a decrease of $8\frac{1}{4}$ per cent. in the number of stallions. The same decrease is perceptible in the number of bulls and rams. As regards hogs only, the augmentation of the males has kept pace with that of the females.

The proportion of domestic animals to the population of the kingdom was, in 1861, 1,156 animals to 1,000 individuals; in 1866, 1,168 animals to 1,000 individuals.

The number of horned cattle to each 1,000 individuals was 695, a larger proportion than is to be found, I believe, in any other European country.

The number of beehives in Denmark, in 1866, was 139,117, against 77,870 in 1861, or an increase of 78 per cent.

There are $44\frac{30}{100}$ inhabitants in Denmark to each square kilometer.

There are 7 bishops, and 1,146 clergymen of different ranks, belonging to the Lutheran Church, or about 1 divine to every 1,553 persons. The proportion in Norway is 1 to 3,272, and in Sweden 1 to 3,209 individuals.

The value of landed property in Denmark, as compared with the two other Scandinavian kingdoms, is about as follows:—In Denmark, 1,050 millions of rix-dollars, in Sweden 1,145 millions, and in Norway 375 millions.

The combined military strength of Scandinavia is about 217,783 men, in the following relative proportions to the population:—Denmark, 3·56 per cent.; Norway, 2·80 per cent.; Sweden, 2·66 per cent.; with about 10,000 horses, and 366 pieces of field artillery.

The combined fleet numbers 8 ironclads, 44 screw and 11 paddle vessels, mounting 667 guns, and manned by about 10,000 sailors.

The relative share of the three kingdoms is about as follows:—Denmark 5·25, Sweden 2·51, and Norway 2·24.

The number of telegrams sent and received by the Danish Telegraph Office, in 1866 and 1867, was as follows:—

	Inland Telegrams.	Foreign Telegrams.	Transit Telegrams.	Total.
1866.. ..	139,201	84,345	8,112	231,658
1867.. ..	174,560	129,010	4,580	308,150

Of this number, 18,227 were direct messages between Denmark and Great Britain in 1867, against 14,813 in 1866.

Deposits of phosphorites have been recently found on the Island of Bornholm. The layers consist of clumps of the phosphate cemented together by carbonate of lime and sand. They contain from 20 to 40 per cent. of phosphate of lime, and from 7 to 14 per cent. of carbonate of lime; and appear exactly similar to the specimens of the French phosphates exhibited at the late Paris Exhibition.

A new Law has just passed the Rigsdag, enacting that in future the French "gramme" system of weights shall be used by the Danish medical faculty and veterinary doctors in prescribing medicines, and likewise by apothecaries in retailing drugs for medical purposes.

Copenhagen, March 11, 1868.

REFORM CLUB

FRANCE.

ALGIERS.

Report by Consul-General Lieut.-Colonel Playfair on British Colonization and Famine in Algeria.

Being obliged to visit Philippeville, I thought it right to make a tour through the province of Constantine to acquaint myself with the actual state of the country, to observe the condition and prospects of the few English colonists there, and to ascertain whether the amount of misery, of which such harrowing accounts are current, was in reality as great as was represented.

First, I will dispose of the question of English colonization :—

There are four distinct tenures under which land is held in Algeria—

I. *Beytick*, the undoubted property of the State at the time of the conquest.

II. *Azel*, belonging also the State, but let to natives from a more or less remote period.

III. *Melk*, or freehold, possessed by private persons with regular titles.

IV. *Arch* or *Sabega*, land not subdivided into small holdings, and over which the natives have a claim, not very well defined and frequently contestable.

To the last category belongs "La Safia," which three years ago was a magnificent forest of cork oak, interspersed with rich valleys more or less cleared for cultivation, and covering a superficies of 6,500 acres.

A concession of this forest was originally given to a French gentleman for a period of 40 years, subsequently extended to 90 years. In terms of this he was to enjoy the right of stripping the cork trees over the whole extent ; and of cultivation and pasturage over about 225 acres of cleared land. From the latter portion the Arab occupants were ejected, much against their inclination, though not, I presume, without some sort of compensation. Subsequently, the right of pasturage over the whole forest was assumed by the *concessionnaire*, the claims of the Arabs were ignored, and they were only permitted to pasture their flocks within the forest on payment of rent to the *concessionnaire*.

Such was the state of things when, in 1865, this concession was purchased by the London and Lisbon Cork Wood Company for the sum of 12,000*l*.

What I have described as having taken place at La Safia was going on all around, everywhere the original *concessionnaires* were parting with the land which had been freely given to them as an inducement to colonization. Their successors were arrogating rights to which they had no legal claim, and a feeling of jealousy and distrust was engendered amongst the native population, which found an expression sometimes in open rebellion, but more frequently in acts of wanton destruction.

This last was the case in the district around La Safia. Three months after the English Company had taken possession, the forests were set on fire in twenty different places, and for two days the flames raged with incredible fury. Seventy miles length of cork forests was burnt, property to the amount of 3,000,000*l*. was destroyed ; and in the forest of La Safia alone, 600,000 noble oaks, four-fifths of the total quantity, were consumed.

The attempt to create a trade between Algeria and England in cork, which promised great success, has therefore proved a failure; but the result may eventually prove advantageous to the colony, and to the company as well.

The Government will probably grant the forest to the company as *Melk*, or freehold property, reserving one-tenth as compensation to the Arabs for any rights they may have possessed in it. The rest will be let or sold by the company to colonists, English if possible, and thus it is hoped a small agricultural colony of English settlers may be formed. One English gentleman has already purchased the 225 acres of cleared land. I spent two days at his farm, and was favourably impressed with the richness of the soil and the excellence of the pasture. He speaks in the most confident manner of his prospects of success, and thinks that any competent person coming to this colony with from 2,000*l*. to 4,000*l*. of capital could, by stock-farming alone, double it in three years.

He has not yet had time to judge of the result of breeding cattle, but he states that he usually purchases lean beasts at the Arab markets for 65 francs each, and that after four months he finds a ready sale for them at 80 francs.

Unmanured land yields 30 and manured land 50 quintails of hay per hectare. This is now selling at eight francs per quintal, though in ordinary years it would not fetch more than half that sum. Still grass land with very little cultivation will yield 4*l*. per acre, but little more than one year's purchase of the uncleared estate.

I visited the farms of the only two other English colonists in the province, and they assured me that they were doing well; and in their opinion the prospects of English colonization, at all events as far as regards the breeding of cattle, were most promising.

The Government of Algeria is most anxious, by every means in its power, to induce English to settle in this country; and it is even rumoured that it contemplated recurring to the system of granting free concessions.

This I think doubtful; it has already made over a very large portion of the available Crown lands to the "Société Général Algérienne," presided over by Messieurs Fremy and Talabot, on such advantageous terms as to enable them to sublet to colonists on much more profitable terms than the colonists could themselves obtain.

The convention passed between the above-named gentlemen and the Government provide for the constitution of the company with a capital of 100,000,000 francs to be exclusively applied to industrial and agricultural enterprises, consisting of public works, the "exploitation" of mines, lands, and forests, the erection of burrages and irrigational canals, the establishment of manufactories, &c.

The society engages to lend a further sum of 100,000,000 francs to the State within six years, to be by them employed in works of public utility, such as roads, harbours, railways, canals, barrages, irregational works, &c.; and the Government promises to lease to the Company 100,000 hectares of land for 50 years at the rate of one franc per hectare per annum.

The controller of this company has expressed to me the most liberal and enlightened views as regards English colonists, not only he, but all the high government officials with whom I have conversed on the subject, entertain, I would almost say, an exaggerated idea of the importance of inducing our countrymen to settle here, and I feel assured that whatever might be the result of the enterprise, they would never have cause to complain that they were treated otherwise than with the most marked consideration.

The mineral wealth of this country appears inexhaustible. I visited the iron-mine of Mukta-el-Hadeed, near Bône; far from realizing ones'

preconcerned idea of a mine, it rather recalled to my recollection some of the tales in the "Thousand-and-one Nights." It is simply a mountain of iron; in some places the mineral crops up above the surface of the ground, and is worked in immense crater like cuttings to a depth of 32 metres; in other places it occurs in sloping veins, always of great thickness, resting on a bed of mica schist, and covered with a thin layer of indurated clay, mixed with nodules of iron ore.

The amount of ore annually sent to France is about 200,000 tons; it yields 65 per cent. of metalic iron, and can be shipped at Bône for 12 francs per ton. At present it has to be taken off to the ships by means of barges, and steam tugs, and even thus 800 tons can be shipped per diem; but the company are engaged in the construction of harbour works which will enable vessels to be laden directly from their pier.

I obtained specimens of lead, copper, and mercury ore, but I could not visit the mines where they were found, and I am not in a position to give much information regarding them.

My attention was particularly directed to the subject of the famine. Wherever I went I heard that somewhere else the distress was fearful; but owing to some exceptional circumstances that particular district had escaped. The fact is that all along the littoral and around the principal centres of habitation, the effects of the famine are simply an immense rise in the price of the ordinary articles of food; but in the far interior, especially towards the Tunisian frontier, the misery is real and intense. Tens of thousands have died of mere starvation, and although the present season has been most favourable for agriculture, there is little hope of an abundant harvest. The natives have consumed their seed corn to keep themselves in life, and in many places they have been compelled to dispose of the cattle which they ought to have retained to breed from, and to plough their fields. Great efforts have been made, both by Government and private charity, to relieve this distress, but with little effect; and now the Governor-General has gone to Paris to solicit the Government for such substantial relief as will enable him to meet the exigencies of the case.

Algeria, March 23, 1868.

PORTUGAL.

OPORTO.

Further Remarks by Mr. Consul Oswald Crawford, upon Port Wine Trade and Production.

I HAVE the honour to bring to your Lordship's recollection that, in the beginning of the present year, I addressed to the Foreign Office a report upon the circumstances of the port wine trade. At about the same time Her Majesty's Chargé d'Affaires at Lisbon transmitted to your Lordship's office a report upon the same subject. Both these reports were published. On reading Mr. Lytton's report, I perceived, with regret, that I had had the misfortune of differing entirely from him in my view of some material points in connection with port wine. Mr. Lytton, while replying to certain exceptions which were taken in the public press and elsewhere to the statements contained in his first report, has commented in a subsequently published despatch upon the opposite statements and opinions put forward by me; and, in doing so, though employing language in some respects flattering to me, has taken occasion to impute to me that my report was a "friendly exposition of the views and opinions of the port wine merchants"; that instead of writing an impartial report, I had advocated a cause; that my report was seemingly entirely drawn up from sources which, of all others, I should have abstained from having recourse to; and further, that in several instances I had mis-quoted a chief authority on port wine.

As the imputations of having reported otherwise than impartially to your Lordship's office, of having misled your Lordship by a neglect of available sources of information, or of having had recourse to improper ones, are imputations which a person in the official position which I have the honour to hold towards your Lordship must, if he feels them to be unfounded, labour under with a strong sense of impatience, I make no doubt that your Lordship will grant me an opportunity of replying to the charges of Mr. Lytton in as free and public a manner as that in which they have been brought against me. In so replying, I will, however, of course not presume to enter into any discussion upon those points of Mr. Lytton's report where he does not directly refer to my own, or question either my correctness, my conclusions, or my impartiality.

1. Mr. Lytton accuses me of having apparently derived the whole of my information from the *exparte* statements of the port wine merchants.

Before refuting the allegation explicitly, I will remark that a discussion of this point embraces the whole question of the sources of information available to those who study the aspects of the port wine trade and production. These sources of information are threefold, namely, first, personal observation made upon the spot, and bearing upon the growth of the wine plant, the ripening and gathering of the grape, and its treatment in the vats, the preparation of the must, its fermentation, and the successive developments of the wine; secondly, the oral evidence of growers and shippers; and thirdly, the written evidence to be found in books, pamphlets, and statutes, reports, orders in council, decrees, and newspapers. This last may be classed as the literature of port wine.

and, setting aside for the present the statutory enactments of the Portuguese Government, this literature may almost be narrowed to the writings of the late Mr. Forrester and the answers to those writings.

I cannot accuse myself of having neglected any one of these avenues of knowledge. I have spent much time in examining the great stocks of wine in the stores of this city. I have made much painful observation of the cultivation and growth of the vine, and the preparation of the wine in the district of its production. I have taken full advantage of the oral testimony of wine farmers in the region of the wine's production, and I also used (and Mr. Lytton imputes blame to me for using) the evidence of the buyers and shippers of port wine. I frankly admit that I had recourse to evidence offered to me by the wine merchants of Oporto, but I conceive that I should have very imperfectly performed my duty had I, in reporting to your Lordship, neglected to employ so accessible and so valuable a source of information. Mr. Lytton contends that it is a "source suspecte." No doubt; and it was therefore my duty to sift such evidence, and indeed all evidence to the utmost, using the best efforts of my sagacity (such as it is) in appreciating at its true value any oral testimony that I might think biased by interest, or any improper motive. I ventured to believe that I had performed this part of my duty with perfect impartiality, and in other respects with the success compatible with my very humble abilities. It was also, I conceive, my duty not to rely entirely upon this, or upon any single source of information. I have shown, and will further show, my Lord, that I did not.

The third remaining available source of knowledge is, as I have pointed out, in the form of written testimony.

It is (unfortunately, I fear, in so far as concerns my concurrence with Mr. Lytton's stated opinions) the only one source available to that gentleman, for he has neither visited the port wine country, nor even this city, whence all port wine is shipped. He has seen neither the wine grow, the grape pressed, the must ferment, nor the wine in process of mellowing. He has not been in a position to take either the evidence of wine growers, of wine makers, of wine buyers, or of wine shippers. He has only been able to have recourse to the literature of port wine, and the evidence so obtained is, at the best, at second hand, and certainly by far the least trustworthy of the three available sources which I have described; and for this reason, that it consists (after setting apart the Government edicts and statutes, to which I shall recur shortly), as I have before remarked, virtually of the controversial writings of Mr. Forrester, writings which bear more than the usual marks of the heat, the haste, and the preconception which are inseparable from controversy. Mr. Forrester, moreover, had an object in view throughout, which he had the fairness openly to avow. "One of my chief motives for writing," he says, "is the desire to promote my own interests"; and, on this ground alone, it is quite impossible to adduce Mr. Forrester's evidence "judicially," to adopt the expression of Mr. Lytton. Mr. Forrester's evidence being thus avowedly interested, and losing much of its value, it is not a little singular and to be lamented that it has been imported as incontrovertible testimony into every subsequent discussion upon the subject of port wine. Mr. Forrester's evidence is nevertheless in many respects valuable when it can be checked by observation, confirmed by disinterested evidence, or modified by his own subsequent admissions. I had studied it most carefully before I ventured to report to your Lordship's office.

Having, as I have thus shown, enjoyed recourse to all the sources of information open to Mr. Lytton, and having, with great pains and labour,

availed myself of others (and, in my opinion, very trustworthy ones) not accessible to that gentleman, I venture to contend that I am not liable to the charge of having derived the whole of my information from "the Oporto wine merchants and manufacturers."

2. Mr. Lytton charges me with misquoting the authority upon whom he chiefly (indeed almost exclusively) relies; a charge which is brought in the following words:—"Mr. Crawfurd attributes to Mr. Forrester the statement that port wine was in his time adulterated with *treacle*, as well as elderberries and geropiga. I am bound to say that, having carefully perused all Mr. Forrester's publications on the subject of port wine, as well as the whole of his evidence before the Committee of 1852, I can find in them no such statement."

The statement will be found on page 13 of the most important of all Mr. Forrester's publications, a pamphlet entitled "A Word or Two on Port Wine," where Mr. Forrester mentions that either *treacle* or brown sugar is used in making "geropiga," with which the wine was adulterated. He again mentions treacle in connection with "geropiga" at page 26 of the same pamphlet.

Again, to use Mr. Lytton's words: "Mr. Crawfurd attributes to Mr. Forrester the assertion that elderberry juice was used in the preparation of port wine for the English taste; whereas," Mr. Lytton goes on to say, "Mr. Forrester had stated it to be the dye and not the juice that was used." What I did say was: "Mr. Forrester says that elderberries give a taste and smell quite unmistakable"; and a line or two further on I said:—"The charge *thus* brought was not very fairly made, inasmuch as it was not the elderberry juice but the colouring matter extracted from it, that was used to stain the wine." The use of the word "thus," as clearly indicating as it was possible for language to do (so it seemed, and still seems, to me) that I limited the charge of unfairness to the special quotation I had given. That I had implied, if it is necessary further to amplify the statement, that Mr. Forrester on that occasion failed to state that it was only the extractive of the dried berry, and not the juice of the fresh berry, that was used to stain the wine; and that this impression, which could not fail to be left by the passage on an uninformed reader, was an unjust impression. That this reticence of the exact truth was anything but an oversight on the part of the late Mr. Forrester, no one who has any knowledge of that gentleman's character would, I believe, for a moment suppose; but its effects were as mischievous as if it had been intentional.

I might, indeed, with propriety and justice have said much more. I might have said that Mr. Forrester, addressing himself to a public entirely uninstructed save by himself, owed it to that public to instruct it fairly in this very important matter of the adulteration of port wine. Mr. Forrester, on the question being directly put to him in the Committee of the House of Commons, did certainly answer that the dye of the dried berry, and not elderberry juice, was used; a similar statement occurs more than once in his evidence, and is perhaps to be found several times in the voluminous publications of Mr. Forrester; but in the majority of cases, where he speaks of elderberry adulteration, he says nothing of its being only the extractive that was used. To the necessarily ignorant persons among whom his writings circulated, directly or indirectly, the plain inference was, that elderberry juice formed no small portion of every bottle of port wine; and the impression came in time to be firmly implanted in the public mind that port wine was composed partly of grape juice and partly of elderberry juice. In point of fact, few men are quite masters of themselves in such a controversy as Mr. Forrester was conducting; and it is much to be regretted that, in the

hurry and violence of polemical writing, he very frequently neglected to qualify the method of adulteration which he alleged to be practised by his rivals in trade: and the absence of a qualification on such a point made a vast difference. To colour port wine with the extract of the dried berry is one thing; it is to add about one and a quarter per cent. in volume of an entirely innocuous, and, in that proportion, tasteless, substance to the wine; but to colour the wine with the juice of the berries is a very different matter, it imputed a gross and palpable adulteration. It is impossible for me, my Lord, who am in no wise interested in port wine, further than as an agent for the protection and furtherance of British trade in this district, fully to enter into, or adequately to represent to your Lordship the feelings of indignation aroused among exporters of port wine by the fact of such a statement as this having gone forth to the world—a statement most deplorable to the interests of a commercial body of British merchants of greater importance, perhaps, than any other in the south of Europe.

Having now, my Lord, sufficiently spoken to the variety and trustworthiness of the sources from which I drew the facts upon which I reported to your Lordship, and having established the fact that I have quoted them with correctness, I will beg your Lordship to grant me permission to prove that the conclusions which I drew from them were just; and in performing this task I must venture to combat Mr. Lytton's impugnment of such inferences as I have made from facts which he admits, but where he substitutes conclusions of his own; for upon the rectitude of my own conclusions I based, and still base, the whole value of my Report.

To quote Mr. Lytton:—"Mr. Crawfurd says that it is a singular fact" that dried "elderberry is now largely exported" (from Portugal) "to Spain, and he leaves it to be inferred from this fact that dried elderberries are now ceasing to be used in Portugal for the manufacture of port wines, and are beginning to be used in Spain for the manufacture of *other* wines. But the statement of this fact ought to be accompanied by that of another, which furnishes a very simple but very different explanation of it.

"*Port wine is now largely manufactured at Tarragona in Portuguese fashion.*

"The most natural inference, therefore, to be drawn from the export of dried elderberries to Spain (which is coincident with the establishment of this manufacture at Tarragona), undoubtedly is, that port wine intended for the foreign market cannot, in the estimation of the manufacturer at least, be properly coloured according to the Portuguese method, *except by dried elderberries.*"

The plain inference, which I had thought too obvious even to state in so many words, was, that the demand for, and therefore the use of, the dried elderberry must have ceased or diminished in Portugal, when, with a greatly diminished supply, which I showed to exist, large quantities were sent abroad. The sentence, moreover, which Mr. Lytton quotes from me, in inverted commas, is by no means the sentence which occurs in my Report; and, in so far as Mr. Lytton's inference is concerned, it differs most materially from it, for I showed that a considerable quantity went to ports *not* in Spain. Indeed, much of it goes to Havre; and even were it all to go to Spain, and were it all used in imitating port, I apprehend that the argument would lack force; for the Tarragona manufacture is no more port wine than the Hamburg manufactures are sherry, or the champagne of the London rhubarb gardens is aix or sillery; and if genuine wines could, as Mr. Lytton urges, be argued to contain what imitations of them are made of, then rhubarb

stalks might be shown to be used in the making of champagne, and grape-juice could be proved not to be a necessary ingredient in real sherry.

I argued in my Report that some brandy is necessary in preparing port—that port made without it was a strong, rough claret with a disagreeable flavour, and which could not with certainty be preserved. I showed, however, that only a minimum quantity of spirit was used. Mr. Lytton contends that the maximum is employed; and, to support this proposition, chiefly relies upon the statements of a wine-merchant who has written a book to advocate the sale of light wines, other than port and sherry. From this work, Mr. Lytton quotes the statement that the Portuguese took 1,630,304 gallons of British corn spirit, and that Great Britain imported 3,334,871 gallons of port; further quoting—"He must be dull indeed who does not see that in paying high prices for port wine we are really buying back dearly the British spirits that were engendered on the banks of the Thames." The writer whom Mr. Lytton quotes overlooks a circumstance which invalidates his argument as completely as it is possible for an argument to be invalidated, namely, that a very large consumption of this British spirit having entered, never again leaves the country, being employed to convert the "vinho verde" (the ordinary wine of the country, which will not keep a year) into "vinho maduro," or ripe wine, a bastard port, which is the wine commonly drunk by the middle and upper classes in Northern Portugal.

The main point on which I have been so unfortunate as to differ from Mr. Lytton is as to the adulteration of port wine. I will not venture to trespass upon your Lordship's time to the extent of repeating my reasons for believing that port wine is only in exceptional cases adulterated; for such a repetition would be a reproduction of data and arguments which it required the greater part of my Report to record; but I may say that I was not a little mortified at discovering that opinions which I had so carefully, so fully, and, I had flattered myself, so clearly conveyed, should have entirely escaped perception at the hands of a gentleman of Mr. Lytton's discernment, who after, in his own encouraging phrase, "frequent and attentive perusal" of my Report, failed to observe that there was anything in it which contravened or invalidated the statements made in his own Report.

Nevertheless, I had, in so many words, stated that wine made with elderberry probably bore the proportion of only 1 per cent. to all that was made; whereas Mr. Lytton lays it down that port wine is composed almost quite as much of elderberries as of grapes; and I had very distinctly stated that Mr. Forrester's charges of adulteration might or might not be well founded when he made them, but were inapplicable at the present day.

Mr. Lytton explains his statement that all port wine was composed as much of elderberries as of grapes to refer to wines made before the Law of 1852 was repealed, that is, before 1865. My statement had also reference to the same period, because I wrote in 1866, and could not therefore speak authoritatively of wines of a later vintage than 1864; no such wines having at that time undergone their full and final developments.

Mr. Lytton has quoted my own statement that port wine is a work of art as well as a production of nature, as being equivalent to saying that it is grossly adulterated. This would have been simply an admission on my part of the unsoundness of the very position which I had taken every pains to establish.

My words only bear the construction which Mr. Lytton has put upon them, when entirely wrested from their context. Taken with it, they

simply describe the skill and knowledge with which the vine is grown and the wine made. I had shown that it was essential to the production of all the best growths of wine, such as claret, hermitage, or Champagne, to mix, or, technically speaking, to "blend" the produce of different vineyards. I then went on to say: "With port wine it is the same: the excellence of the wine depends not entirely upon the soil or aspect of the vineyards, upon the care employed in manufacture, the excellence of the grapes, or the suitableness of the climate, but most materially upon the skill, knowledge, taste, and character of the blender; and, of course, in a great degree upon his possession of a capital sufficient to enable him to hold extensive stocks of different wines wherewith to produce the exact brand at the exact price required. A fine port may therefore," I continued, "be considered *as a work of art as well as a production of nature*."

Nothing, I contend, is further from the plain meaning of these words than the signification which Mr. Lytton attaches to them. They are words which apply equally to every fine wine in the world.

The plain issue, then, in regard to which Mr. Lytton has laid to my charge the various imputations which I have mentioned, resolves itself into whether that gentleman's reasons for charging, on various authorities, the port wine merchants with adulteration, or mine for generally discrediting that accusation, are the better reasons; and here again the point at issue turns upon a question of authorities; and, assuming for the moment that I had no other than literary evidence to bring me to the conclusions which I drew in my report, I must beg your Lordship to allow me to expose and to justify the motives which caused me utterly to reject most of the evidence upon which Mr. Lytton grounds his divergence from my stated views.

Mr. Lytton supports these diverging opinions partly by Mr. Forrester's writings, partly by the evidence of a particular statute, partly by the reports of his predecessors, partly by the authority of traders whose object in writing is the appreciation of the light wines in which they deal, and the depreciation of established vintages, and, again, partly by the testimony borne by a gentleman connected with the Custom-house of London, who informed him that every pipe of port wine contained five gallons of geropiga, or elderberries, and upwards of 49 gallons of proof spirit. This last testimony may at once be set aside. The wine so made could not be admitted as wine at all, because it would contain more than the maximum proportion of spirit admissible in wine at the English Custom-house. The statement is, in point of fact, apparently founded upon a calculation in which the amount of the spirit naturally engendered in the wine by fermentation has been overlooked. This alcoholic strength in the wine itself varies from 26 to 30 or 32 degrees of proof spirit. In geropiga the alcoholic strength averages 33 degrees. This element of alcoholic strength has also been neglected in the calculation; and, even taking the wine at its least strength, the compound described by this gentleman would contain, not 42 per cent., as stated by him, but about 60 or 61 per cent. of proof spirit, or no less than about 18 per cent. of spirit beyond the maximum which is contained in wine paying the duty of 2*s.* 6*d.* per gallon.

The very able reports of Mr. Lytton's predecessors at Lisbon, which he quotes in corroboration of his own views, are, where they relate to port wine, so obviously drawn from Mr. Forrester's writings, that what is applicable to others who have quoted him will equally apply to what has been written by these gentlemen, who had none of them opportunities of investigating the port wine question in the district of its production.

I need say very little of some other writings quoted by Mr. Lytton; the works of persons interested in the sale of light wines, and equally interested in the depreciation of ports, sherries, and Burgundies. These works, taking generally the form of descriptive price lists and pamphlets in commendation of the wares of their writers, the statements of these gentlemen seemed to me when I wrote (their purpose being so obvious) to be unworthy of quotation, as they now appear to me unworthy of serious refutation. They are in nearly every case reproductions, more or less exaggerated, of Mr. Forrester's works.

Next to the authority of Mr. Forrester, the testimony upon which Mr. Lytton chiefly relies for corroboration of his statement as to adulteration, is that afforded by the Statute of 1852, by force of which, says Mr. Lytton, "no wine could legally pass the bar of the Douro for exportation without the previous approbation and permission of an officially authorised committee of tasters"; and he adds that the standard of taste arbitrarily fixed for the character of exportable wines could only be obtained by manipulating and sophisticating the natural wine. Now, assuming the latter proposition to be correct (which is by no means the case) and that to obtain the sanction of the Tasting Committee the wine had to be adulterated, it was still no proof that wine sent to England was so adulterated, because the Statute was as systematically and openly evaded as many other ill-conceived laws are evaded in Portugal and elsewhere. If the tasters would not give a pass for a wine, it was perfectly feasible for the exporter to buy one, and ship what wine he chose. There came thus in time to be a regular and unconcealed trafficking in such passes or "bilhetes"; and the Statute, therefore, effected nothing but this, that the wine was enhanced in price to its purchaser by about *3l.*, the average market price of the "bilhete." This fact is mentioned frequently in Mr. Forrester's evidence and writings. He says, "Permits" (that is "bilhetes") "for the removal of wines from the Douro to the exporting lodges are publicly sold like railway scrip." And again, in reference to this Statute, "The whole system of official tastings and qualifications is a mere farce." The Statute, therefore, proves nothing. Indeed, it invalidates the position which it should support; for if Mr. Lytton's assumption, that the legal standard of taste required adulteration, were a correct assumption, then the infringement of the law (admitted to be notorious by Mr. Forrester himself), the known and common sale of "bilhetes," would go far towards proving that pure wine *was* made and shipped; and consequently would quite invalidate Mr. Lytton's proposition, that "all wine hitherto exported to the English market" was adulterated.

Mr. Lytton, however, attaches the greatest weight to quotations from Mr. Forrester; but this gentleman's writings are, to a great extent, out of date, and his testimony is indeed hardly admissible at all at the present day. The pamphlets of Mr. Forrester, written some of them so far back as 1844, and his evidence given in 1852, relate to and describe a state of things which has ceased to exist. Circumstances have rendered them to a great extent obsolete. The taste of consumers in England has altered. The great wine company, which had once so powerful an influence on all that related to port wine, was virtually abolished in the very year in which Mr. Forrester gave his evidence. Moreover, other causes, besides these changes, militate against a too confiding acceptance of Mr. Forrester's views. It must not be forgotten that his writings were purely controversial: that his evidence given before the House of Commons was *ex parte*, and, as is in the nature of such evidence, could not be subjected to cross-examination; and, above all, that the publication of his views, whether written or oral, was, as I have quoted him to

show, made with a purpose—that purpose being to promote his own interest at the expense of his rivals. To quote either Mr. Forrester's evidence or his writings, therefore, is tantamount to hearing a plaintiff in a suit of law without listening to the defendant, calling witnesses, or permitting cross-examination.

While it has been my painful duty thus to depreciate the value of the late Mr. Forrester's authority on the question of port wine, I in no wise wish to detract from the personal or public character of that gentleman. He was a man of high principle and of advanced and most enlightened views, who rendered numerous benefits to the country of his adoption. In justice to him it may even be admitted that his utterances on the subject of port wine, exaggerated though I believe some of them to have been, reacting through the persuasions of the consuming classes in England, effected some part of the great reform which has taken place in the production and preparation of port wine in this country. This very admission, however, if it be accepted, deprives quotations from Mr. Forrester's writings of all their force.*

If I had differed from anyone of less ability and official experience than Mr. Lytton, I might have been content to let my views stand on their own modest merits; but in the case of Mr. Lytton this is not possible. Moreover, writing as I did a deliberate report upon a subject on which I impliedly professed to have taken every means of arriving at the truth, and in regard to which my opportunities were such that it would have been inexcusable in me to have gone wrong, my character as a public servant remains at stake until I succeed in justifying the opinions which I have expressed, and in fully exposing the causes which have led me to have the misfortune to differ so completely from a gentleman who, with equal opportunities, is, I have no doubt, so infinitely more capable than myself of arriving at sound conclusions.

On these grounds I venture to repeat to your Lordship the confidence which I have already expressed, that your Lordship will allow me a full and public opportunity of refuting charges which directly affect my official character and standing.

* A statement in my Report, to the effect that Mr. Forrester advocated the use of a wine which should contain no brandy, has been contested by a relative of that gentleman, on the ground that it was not Mr. Forrester's practice to forego the use of brandy for the preservation of the wine made by him. There is, I believe, quite evidence enough in Mr. Forrester's writings to support the view advanced by me on this point, but I am willing to accept the correction of my statement, the more so as my own experience of port wine production has taught me that some small proportion of brandy is as essential in port wine as it is in sherry, in Madeira, and in most Burgundies, not added during fermentation, but subsequently and solely to ensure preservation.

SPAIN.

HAVANA.

Report by Mr. Acting Consul-General Crawford on the Trade and Commerce of Havana for the Year 1867.

Two remarkable events have occurred during the year 1867, which must exercise considerable influence upon the commercial as well as the political interests of the Island of Cuba. One is the establishment of the cable which unites Cuba with the vast net-work of telegraphic communication now gradually extending itself over the face of the globe. The other is the alteration of the Tariff, coupled with the experiment of substituting direct for indirect taxation in the island.

The new Tariff went into operation on the 1st of July, and is so deficient that the Custom-house officials cannot themselves understand it. Disputes are constantly arising as to the classification of goods, and the commission appointed to settle these matters has already been obliged to issue a supplement, which is far from meeting the evils complained of, but which exceeds in length the original Tariff. There are, indeed, so many anomalies both in the Tariff and in the supplement that they require revision, and it is reported that there is a probability of a return to the old Tariff, with a reduction of 25 per cent. on the duties.

The financial and commercial difficulties which occurred at the close of 1866 were followed by great depression, from which the trade of the island has gradually recovered. Money was very scarce till within a month, the average bank rate of discount being 10 per cent., and in the open market 12 per cent. per annum.

The extreme rates of exchange on London were $3\frac{1}{2}$ to $19\frac{3}{4}$ per cent. premium, and on New York 21 to 35 per cent. discount.

The average rates of exchange during the last six years were as follows :—

	On London.	On New York.
1862	12 per cent. prem.	$10\frac{1}{4}$ per cent. discount.
1863	$10\frac{3}{8}$ „ „	$32\frac{5}{16}$ „ „
1864	$10\frac{3}{4}$ „ „	$49\frac{1}{12}$ „ „
1865	$14\frac{5}{8}$ „ „	32 „ „
1866	17 „ „	$22\frac{1}{2}$ „ „
1867	$13\frac{7}{8}$ „ „	$26\frac{3}{8}$ „ „

There are besides the savings' bank, and Barbon's private bank for the sole accommodation of the provision trade, six regular banking establishments at Havana, viz. :—

	$
The Spanish Bank with a capital of.. ..	4,000,000
Commercial Bank „	7,000,000
Industrial Bank „	1,600 000
St. Joseph's Bank „	1,500 000
Alliance Bank „	2,800,000
Marine Insurance Bank „	1,050,000

The only bank authorized to issue notes is the Spanish Bank, the

lowest denomination of its notes being 25 dollars, say 5*l*., and the highest 1,000, say 200*l*.

Matanzas, Cardenas, and Santiago de Cuba have each a local joint stock bank. The greatest part of the financial operations of the island is however conducted through Havana.

The cultivation of the great staple productions of Cuba is extending steadily. The planters, who are generally speaking a well educated and most intelligent class, are paying much more attention to the improvement of their lands and to the economy of labour than formerly. This has been forced upon them by the competition of beet-root sugar in Europe, and by the want of labouring hands, which is severely felt now that the African slave trade is condemned, although the importation of Chinese coolies remedies this want to a certain extent. This class of labour is very expensive. The yearly wages and keep of the Chinese field labourer are estimated at 236 dollars, of the free negro at 360 dollars, and of the slave 210 dollars.

The total exports of sugar from the whole island were 1,449,162 boxes and 413,487 hogsheads, equal to 530,669 tons, in 1867; against 1,454,975 boxes and 435,937 hogsheads, equal to 545,636 tons in 1866; and molasses 297,605 hogsheads, equal to 193,443 tons, in 1867; against 321,243 hogsheads, equal to 208,808 tons, in 1866, showing a decrease of $1\frac{3}{4}$ per cent. of sugar and $2\frac{1}{4}$ per cent. of molasses, owing entirely to drought, for the extent of cane planted was greater than in the previous year.

The total produce of the sugar-cane exported in 1867 was, therefore, 724,112 tons, and was distributed as follows:—

Countries.	Sugar.		Molasses.	
	Boxes.	Hhds.	Hhds.	Percentage.
United States	396,264	331,707	265,416	62·51
Great Britain and market	616,438	71,717	18,327	23·94
Spain and Italy	209,303	1,143	94	5·60
France	*122,409	1,085	..	3·30
North of Europe	81,458	3,286	65	2·42
Various Places	23,290	4,549	13,703	2·23
Total	1,449,162	413,487	297,605	..

Having been shipped at the following ports:—

	Boxes.	Hhds.	Molasses.
			Hhds.
Havana	1,158,290	19,084	23,665
Matanzas	242,103	60,332	94,145
Cardenas	37,490	44,563	74,728
Sagua	573	79,357	30,295
Remedios	264	42,189	14,577
Nuevitas	..	13,169	8,185
St. Jago	826	41,519	366
Trinidad	6,040	38,940	13,779
Cienfuegos	3,576	74,334	37,865
Total	1,449,162	413,487	297,605

The average price of clayed sugar, No. 12 D. S., was $7\frac{3}{4}$ rials, equal to 22*s.* sterling, free on board without freight. The highest and lowest quotations at Havana in 1867 were, for browns and yellows, Nos. 12 to 20, 7 to $11\frac{1}{2}$ rials, and for whites $8\frac{1}{2}$ to 14 rials. The coming sugar crop, now being ground, is expected to be the largest and best that the island has ever produced.

The tobacco crop of 1866 was a failure, but that of the past year has fully made up for it. The exportation from Havana, which is the chief port from which this article is shipped, was as follows:—

	Tobacco.		Cigars.	
	1866	1867.	1866.	1867.
	lbs.	lbs.	M.	M.
Great Britain	106,215	206,049	30,794	59,889
United States	1,397,667	4,695,660	39,384	46,199
Germany	424,730	1,106,374	2,736	6,094
Holland and Belgium ..	337,556	59,323	2,826	4,684
France	171,374	341,520	56,764	57,233
Spain	1,074,544	1,387,619	19,201	17,663
Other Countries	60,120	19,257	5,121	7,265
Total	3,572,206	7,716,802	156,826	199,027

The value of tobacco has advanced very much during the last five years, and as operatives are scarce and wages very high the cigar manufacturers have been gradually raising their prices. The demand for cigars of superior brands is far beyond the supply.

The cultivation of coffee has been almost entirely abandoned in the western part of Cuba since the destruction of the coffee plantations by the hurricane of 1846. It is still carried on to some extent near Santiago de Cuba, from which port and from Porto Rico the local consumption here is supplied; but generally the planters have turned their attention to sugar, which is a much more certain crop.

The same remark applies to cotton, the attempts which were made to introduce its cultivation here having proved most disastrous.

The exports from Havana of other principal products were in the last four years as follows:—

	Coffee.	Honey.	Rum.	Wax.
	Cwts.	Tierces.	Puncheons.	Cwts.
1864	11,655	1,838	9,826	11,350
1865	4,159	1,590	14,600	7,062
1866	4,468	1,239	13,138	10,722
1867	3,079	1,326	10,218	8,747

I have not been able to obtain any returns of the quantities of these articles which have been exported from the other ports of the island, nor of the amount of timber and copper ore which has been shipped, I am told, however, that the produce of the Cobre mines at St. Jago has fallen off very considerably.

The copper mines at Mantua, in the direction of Cape San Antonio, send one or two cargoes to Baltimore, United States, every year. There is a great abundance of mineral wealth scattered over Cuba, but the

want of good roads, the scarcity of water in many places, and the enormous expense attending mining speculations here render these deposits useless, and for these reasons the rich gold mines in the eastern department, the granite of Holguin, and the quarries of beautiful marble of the Isle of Pines remain neglected.

The number of vessels in the foreign trade which entered the port of Havana in 1867 was 1,816, measuring 693,912 tons, including steamers, of which 355, measuring 156,768 tons, were British.

The extreme rates of freight to Cowes or Queenstown for orders were 25*s.* to 60*s.*, averaging from 33*s.* to 50*s.* during the year. The differential dues in favour of Spanish vessels still continue to the prejudice of the shipping of Great Britain and of all other nations, and it seems hopeless to expect that Spain will ever alter her commercial policy unless she is driven to do so.

The import trade of Cuba has not been nearly so brisk in 1867 as in the preceding ten years, and yet I have no doubt that when the official returns are published (if they ever are published) there will not be any very great apparent difference in the imports. This may arise, however, from the fact that smuggling has been very much put down here.

It is very satisfactory to notice that British manufactures continue to hold the high reputation they have always held here, and that our hardware and machinery are considered superior and more durable than those of any other country. It is, however, a remarkable fact that, whereas all the railway iron comes from England, the locomotives used here are imported from the United States.

Our coal trade is increasing daily, about 150,000 tons having been imported at Havana alone in 1867.

The trade in provisions from Great Britain and her colonies is also augmenting; over 12,000 tons of East India rice, and 32,000 quintals of cod fish, and 27,200 casks of bottled ale, besides many other articles of food having been landed here during the past year.

It is also very gratifying to observe the expansion of the trade between Cuba and the British colonial possessions in North America. The box shooks from St. John's, New Brunswick, are much superior to those of the state of Maine, and are naturally taken here in preference to those which come from the United States.

An attempt was made to establish steam communication between Canada and Havana direct, but the steamer was not suited to the work, and was lost, since which the idea appears to have been abandoned.

There has not been much addition lately to the railway communication in Cuba, nor does it seem likely that there will be. Havana, Guines, Matanzas, Cardenas, and all the fine cane growing country between them, and as far as Macagua, are linked together by different lines. Cienfuegos, Villa Clara, and Sagua form another chain. Las Tunas and Sancti Spiritu, Nuevitas and Puerto Principe, Caibarien and Remedios, St. Jago and Marroto, Trinidad and its valley have their own separate lines; and coming again to the westward there is a railway from Havana to Marianao, another to Guanajay, and the line which will connect Havana with Pinar del Rio, but which is finished as far only as Candelaria.

There are several lines of coasting steamers between Havana and the ports on the north coast, and between Batabano and the ports on the south side of Cuba.

The Spanish mail steamers run regularly once a fortnight between this and Cadiz, and from this to St. Thomas, viâ Santo Domingo and Porto Rico. There is also a line to Sisal and Vera Cruz, and another to Colon, viâ Jamaica.

The communication with the United States is kept up almost daily by the American steam ship lines from Boston, New York, Baltimore, Philadelphia, and New Orleans. Then we have the British mail steamers and the French line, which form each a monthly means of communication with Europe, the West Indies, and the Pacific.

There is a very fine floating dock at Havana, capable of taking up steamers of large tonnage and dimensions, such as the British mail steamers "Danube" and "Tyne." The charge for docking is 70 cts. per ton, Spanish measurement, for sailing vessels, and 80 cts. for steamers. Demurrage 25 cts. per diem per ton, and there is an extra charge of 10 cts. per ton for shores, &c. Cargo and coals also pay a small additional item. There are besides the dock two patent slips. There is every convenience for repairing and refitting vessels and machinery at Havana, but the cost of doing so is frightful. The only shipbuilding carried on here is that of small coasting schooners, barges, and cargo boats.

There has not been any very recent addition to the lighthouses in this island, although several new lights are contemplated. The department is very carefully conducted.

In conclusion, Cuba, with all the illiberality of the commercial policy of the metropolis, continues to prosper, and the impoverished state of its treasury must not be attributed to any decline in its trade, but to the drain put upon its resources by the disastrous campaign of Santo Domingo, and by the enormous civil, military, and naval establishments which Spain thinks it necessary to maintain here.

Havana, December 31, 1867.

TURKEY.

RHODES.

Report by Mr. Vice-Consul A. Biliotti on the Trade and Commerce of Rhodes for the Year 1867.

Shipping and Navigation.

British.—The movement of British shipping at Rhodes is shown in the following Comparative Table for the last five years:—

	No. of Vessels.	Tonnage.	Crews.	Value of Imports.	Value of Exports.
				£	£
1863	6	1,364	58	2,500	3,500
1864	14	3,630	149	2,400	1,250
1865	6	1,724	71	3,600	1,500
1866	6	1,465	58	2,780	5,500
1867	9	2,558	93	6,020	6,000

It must be remarked that, between the year 1866 and 1867, there is, in favour of the latter, an increase of nearly 1,100 tons on the shipping, and of 3,200*l.* on the value of coals imported from Great Britain. There is no difference of note on the exports.

Foreign.—The following return shows the state of foreign shipping in general (steamers included) during the last five years:—

	No. of Vessels.	Tonnage.	Crews.	Value of Imports.	Value of Exports.
				£	£
1863	509	145,760	12,806	149,500	70,500
1864	433	153,272	12,371	137,000	174,500
1865	718	214,615	13,603	158,857	174,645
1866	746	263,548	16,357	129,528	121,800
1867	566	232,428	13,333	104,948	53,924

I make, as usual, an abstract from the above return of the steam navigation, showing respectively the movements of each company, and, together with the amount of species, the value of goods imported and exported by each of them:—

Austrian Lloyd's Steamers.

	No. of Steamers.	Tonnage.	Imports.	Exports.
			£	£
1863	58	26,414	100,000	24,490
1864	53	28,076	54,338	33,152
1865	52	30,487	50,400	48,584
1866	51	39,716	61,415	37,425
1867	51	33,516	49,060	36,120

French Messageries Imperiales Steamers.

	No. of Steamers.	Tonnage.	Imports.	Exports.
			£	£
1863	52	47,630	68,140	22,820
1864	54	58,050	38,850	22,600
1865	62	77,090	45,940	25,480
1866	67	81,916	65,000	41,500
1867	72	95,600	57,000	40,000

Russian Steamers.

	No. of Steamers.	Tonnage.	Imports.	Exports.
			£	£
1863	45	39,400	12,000	15,000
1864	50	41,390	15,000	17,000
1865	43	40,990	18,000	17,500
1866	42	40,850	21,000	14,000
1867	49	44,100	53,060	10,874

Ottoman Steamers.

	No. of Steamers.	Tonnage.	Imports.	Exports.
			£	£
1863	19	9,500	2,000	600
1864	15	8,000	1,500	500
1865	11	6,500	1,000	400
1866	3	1,900	300	100
1867	..	..	..	..

Egyptian Steamers.

	No. of Steamers.	Tonnage.	Imports.	Exports.
			£	£
1865	..	..	..	..
1866	34	25,200	4,000	3,000
1867	7	3,625	600	700

There is an important increase on importations by Russian steamers, which is to be attributed to the reduction on the rates of freight.

Great part of the goods imported by steamers are merely landed at Rhodes for shipment for the coast of Anatolia.

Coasting.—The trade of Rhodes with the neighbouring places continues to be carried on in small sailing boats, the movement of which during the last five years is shown in the following return :—

	Boats.	Tonnage.	Crews.
1863	2,106	18,475	8,864
1864	2,155	14,534	8,624
1865	2,075	12,930	7,350
1866	2,180	15,354	7,375
1867	1,780	12,930	8,720

The want of steam communications between the principal islands of the Ottoman Archipelago is much felt by the natives. The inhabitants of Symi and Calymnos have offered to some of the companies whose steamers call now at Rhodes to guarantee a yearly sum for fortnightly communications with their islands, but hitherto no line has been established, although it has been often talked about.

Sponge Fishing Boats.—In consequence of the continued disturbed state of the island of Candia, which has prevented many of the boats from proceeding to their usual spots of fishery on that island, the number of sponge boats which came to Rhodes in 1867 is again large, as seen by the following comparative return for the last five years:—

	Boats.	Tonnage.	Crews.
1863	63	795	750
1864	90	550	630
1865	143	910	974
1866	100	515	685
1867	157	870	1,101

Besides the above, six diving apparatus have fished for sponges along the coast of this island.

Ports.—An attempt has been made by the local authorities at Rhodes to clean out the Arsenal. A few loose stones, from a pier demolished long ago by the force of the waves, have been picked up by a diving apparatus at the entrance of this harbour, and a kind of dredging machine, worked from shore by the hand, has pulled a few cwts. of sand and stones, but after two weeks' work, the scheme was given up, in consequence of want of funds. However, the attempt in question shows that the Governors themselves are convinced of the utter necessity of cleaning out the Arsenal, but that their good intentions will, of course, remain without result as long as they are not supported by Government. It is now given as certain that a dredging-machine is to arrive shortly from Constantinople for the purpose.

Lights, &c.—No change has taken place in the lights existing in the Archipelago. They continue to be kept in very good working condition.

Shipbuilding.—So much has been said in all former reports on the subject of this branch of industry that I must limit myself to call to it the attention it deserves, without entering into details, from fear of repeating my former remarks. I must state, however, that in consequence of a report from me, which Her Majesty's Ambassador considered deserving the attention of the Porte, a Special Commissioner had been ordered to enquire into the opportunity of abolishing the existing restrictions. But to the astonishment of the then Governor himself, the Commissioner in question considered the measure inopportune, and of course the Porte followed his suggestions.

The actual Governor of Rhodes, as well as the Governor-General of the District, who has lately visited this island, are of opinion that every facility must be granted to shipbuilding at Rhodes, even that of cutting timber on the island. It is to be hoped that their opinions at the actual moment will overweigh that of the Special Commissioner sent in the early part of the year 1867.

A schooner of about 100 tons has been built at Rhodes this year. It is the first vessel of this capacity put on the stocks since upwards of 12 years.

Trade and Commerce.

On the whole trade has not been very brisk during the year 1867.

Exports.—Articles, the produce of Rhodes, are, and have always been, very limited; those of Anatolia and the surrounding places are nearly of the same amount as in preceding years, as is seen in the following Return for the last five years, showing the amount of articles sent to each country:—

Countries.	1863.	1864.	1865.	1866.	1867.
	£	£	£	£	£
Great Britain ..	28,750	38,600	47,636	38,727	30,636
France	26,417	29,840	54,636	38,863	46,728
Greece	317	280	400	364	91
Austria	34,250	28,250	22,636	31,955	46,000
Egypt	2,750	3,400	419	4,664	909
Turkey	57,416	65,860	44,418	59,009	66,845
Italy	8,500	8,170	..	12,000	..
Russia	..	100	..	..	..
Totals	158,400	174,500	174,645	185,582	191,209

The average market prices of exports for the year 1867 are given in the following Table:—

Names of Articles.	Foreign Weights and Measures.	English Weights and Measures.	Currency.	£ Sterling.
				£ s. d.
Apricots, dried.. ..	Oke ..	2¾ lbs. ..	4	0 0 8
Figs	Cant. ..	Cwt. ..	88	0 14 8
Fresh fruit and vegetables	Oke ..	2¾ lbs. ..	½ to 1	0 0 1 to 0 0 2
Hides	„ ..	„	8 to 40	0 1 4 to 0 6 8
Honey	„ ..	„ ..	5	0 0 10
Onions	Cant. ..	Cwt. ..	18	0 3 0
Sesame seed	Killo. ..	Bushel ..	42	0 7 0
Silk, raw	Oke ..	2¾ lbs. ..	300	2 10 0
„ thrown	„ ..	„ ..	400	3 6 8
Spirits	„ ..	„ ..	5	0 0 10
Storax oil	„ ..	„ ..	10	0 1 8
Valonea..	Cant. ..	Cwt. ..	50	0 3 4
Wax	Oke ..	2¾ lbs. ..	22	0 3 8
Wine	„ ..	„ ..	2½	0 0 10

Sponges.—The sponge fishery has not been, in 1867, so abundant as in the preceding year; but owing to the higher prices paid in general, the total amount of the sums obtained is superior to that of the year before.

The following Table shows the average prices of 1867 :—

Countries.	Weight.	Fine.		Common.		Coarse.	
		Piast.	£ Strlng.	Piast.	£ Strlng.	Piast.	£ Strlng.
			£ s. d.		£ s. d.		£ s. d.
Bengazy	Oke.	..	..	..	..	..	..
Mandruha . ..	„	500	8 3 4	150	1 5 0	70	0 11 8
Syria	„	400	3 6 8	130	1 1 8	40	0 6 8
Caramania . ..	„	400	3 6 8	130	1 1 8	25	0 4 2
Cyprus	„	175	1 9 2	100	0 15 8	..	..
Crete	„	..	..	..	..	..	..
Rhodes	„	400	3 6 8	80	0 13 4	25	0 4 2
Ottoman Islands ..	„						
Greece	„	225	1 17 6	80	0 13 4	..	..

There is an increase of from 25 to 30 per cent. on the prices of fine and common sponges, with the exception of Mandruhas, which had attained the preceding year high limits. Coarse sponges have been sold at lower prices than the year before. At Halki and Castel Rosso half the sponges fished in 1867 are still unsold.

The following Return shows the number of boats and diving apparatus employed in the different sponge fishing spots, and the average value of sponges derived from each of them :—

REFORM CLUB
PALL MALL

RETRUN showing the number of Boats and Diving Apparatus employed in the different Sponge Fishing Spots, and the average value of Sponges derived from each of them.

Fishing Spot.	Rhodes.		Symi.		Calymnos.		Halki.		Castel Rosso.		Stampalia and Telos.		Totals.	
	Boats.	Value.	Boats.	Value.	Boats.	Value.	Boats.	Value.	Boats.	Value.	Boats.	Value.	Boats.	Value.
		piastres.		piastres.		piastres.		piastres.		piastres.		piastres.		piastres.
Bengazy	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Mandruha	..	..	85	2,500,000	22	550,000	..	..	..	..	..	..	107	3,050,000
Syria	..	..	45	1,200,000	36	900,000	..	..	..	..	..	..	83	2,140,000
Ditto (diving apparatus) ..	2	40,000	..	..	..	..	..	..	..	..	..	..		
Caramania	..	..	40	1,000,000	20	500,000	..	..	30	900,000	..	..	93	2,580,000
Ditto (diving apparatus) ..	1	90,000	2	90,000	..	..	..	..	..	..	..	..		
Cyprus	..	..	10	150,000	12	180,000	..	..	..	..	..	..	22	330,000
Crete	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Ottoman Archipelago ..	..	..	30	400,000	95	1,200,000	50	700,000	..	..	20	300,000	200	2,930,000
Ditto (diving apparatus) ..	2	140,000	1	80,000	2	110,000	..	..	..	..	..	..		
Greece	..	..	..	..	120	1,500,000	10	120,000	..	..	..	..	133	1,755,000
Ditto (diving apparatus) ..	..	..	2	100,000	1	35,000	..	..	..	..	..	..		
Totals	5	270,000	215	5,520,000	308	4,975,000	60	820,000	30	900,000	20	300,000	638	12,785,000

As observed above, the profits realised by well manned diving apparatus have been 800*l.* for one season.

Imports have been of nearly the same quantities as in the year 1866, but in consequence of the reduced prices of certain articles, such as cotton manufactures, &c., the value of importation in 1867 has not reached the amount of the preceding year, as seen from the following return, showing the value of articles imported from each country during the last five years :—

Countries.	1863.	1864.	1865.	1866.	1867.
	£	£	£	£	£
Great Britain ..	2,833	2,400	8,724	3,955	12,820
France	13,492	15,320	18,184	18,527	24,118
Greece	3,417	680	5,760	2,427	1,000
Austria	..	1,350	327	227	455
Egypt	6,433	3,090	3,422	1,982	473
Turkey	122,942	110,600	118,854	98,818	73,736
Italy	1,767	2,360	2,245	2,455	136
Russia	983	1,200	1,341	1,137	1,636
Totals	151,867	137,000	158,857	129,528	114,374

I subjoin the average market prices of the principal articles of importation during the year 1867 :—

Names of Articles.	Foreign Weights and Measures.	English Weights and Measures.	Piastres.	£ Sterling.
				£ *s.* *d.*
Barley	Kilo. ..	Bushel ..	15	0 2 6
Butter	Oke . ..	2¾ lbs. ..	15	0 2 6
Charcoal	Cant. ...	Cwt. ..	18	0 3 0
Cheese	Oke . ..	2¾ lbs. ..	10	0 1 8
Cloths	Pick ..	⅜ yard ..	30 to 60	0 5 0 to 0 10 0
Coals	Ton ..	Ton ..	240	2 0 0
Cochineal	Oke ..	2¾ lbs. ..	180	1 10 0
Coffee	,, ..	,, ..	10	0 1 8
Firewood.	Cant. ..	Cwt. ..	4	0 0 8
Glass	Each ..	Each ..	2 to 6	0 0 4 to 0 1 0
Grey goods	Piece ..	Piece ..	24 to 66	0 4 0 to 0 11 0
Indigo	Oke ..	2¾ lbs. ..	200	1 13 4
Iron, English	Cant. ..	Cwt. ..	60	0 10 0
,, Russian	,, ..	,, ..	90	0 15 0
Leather from France ..	Oke ..	2¾ lbs. ..	25	0 4 2
,, Syria ..	,, ..	,, .	20	0 3 4
Madapolams	Piece ..	Piece ..	70 to 100	0 11 8 to 0 16 8
Muslin	,, ..	,, ..	25 to 30	0 4 2 to 0 5 0
Paper	Ream ..	Ream ..	18 to 36	0 3 0 to 0 6 0

Average Market Prices—*cont.*

Names of Articles.	Foreign Weights and Measures.	English Weights and Measures.	Piastres.	£ Sterling.
				£ s. d.
Pepper	Oke	2¾ lbs.	10	0 1 8
Pewter	,,	,,	42	0 7 0
Pitch	Cant.	Cwt.	60	0 10 0
Planks	Each	Each	2 to 6	0 0 4 to 0 1 0
Printed calicoes	Piece	Piece	70 to 100	0 11 8 to 0 16 8
Pulse (beans, lentils, &c.)	Oke	2¾ lbs.	2	0 0 4
Rice	,,	,,	3½	0 0 7
Rope, tarred	,,	,,	8	0 1 4
,, untarred	,,	,,	6	0 1 0
Sail-cloth	Pick	¾ yard	3½ to 6	0 0 7 to 0 1 0
Salt fish	Oke	2¾ lbs.	3 to 10	0 0 6 to 0 1 8
Small shot	,,	,,	6	0 1 0
Soap	,,	,,	6½	0 1 1
Spirits	,,	,,	5	0 0 10
Sugar	,,	,,	6	0 1 0
Tin	Case	Case	240	2 0 0
Tobacco	Oke	2¾ lbs.	10 to 20	0 1 8 to 0 3 4
Twisted cotton	,,	,,	25 to 30	0 4 2 to 0 5 0
Wheat	Kilo.	Bushel	30	0 5 0
Wine	Oke	2¾ lbs.	1½	0 0 3
Woollen manufactures	Pick	¾ yard	3 to 15	0 0 6 to 0 2 6

Domestic Trade.—The average market prices of provisions, the produce of Rhodes, during the year 1867, is shown in the following Table :—

Names of Articles.	Foreign Weights and Measures.	English Weights and Measures.	Piastres.	£ Sterling.
				£ s. d.
Beef	Oke ..	2¾ lbs. ..	4	0 0 8
Biscuit	Cant. ..	Cwt. ..	96	0 16 0
Bread	Oke ..	2¾ lbs. ..	1¼	0 0 2½
Ducks	Each ..	Each ..	6	0 1 0
Eggs	Dozen ..	Dozen ..	3	0 0 6
Flour	Oke ..	2¾ lbs. ..	2	0 0 4
Fowls	Each ..	Each ..	6	0 1 0
Fresh fish	Oke ..	2¾ lbs. ..	5½	0 0 11
Fruit, fresh	„ ..	„ ..	½ to 1	0 0 1 to 0 0 2
„ dried	„ ..	„ ..	3	0 0 6
Geese	Each ..	Each ..	15	0 2 6
Lard	Oke ..	2¾ lbs. ..	4	0 0 8
Milk	„ ..	„ ..	2	0 0 4
Mutton	„ ..	„ ..	5½	0 0 11
Pork	„ ..	„ ..	4	0 0 8
Turkeys	Each ..	Each ..	30	0 5 0
Vegetables, fresh ..	Oke ..	2¾ lbs. ..	½ to 1	0 0 1 to 0 0 2
„ dried ..	„ ..	„ ..	2	0 0 4

Tariffs, &c.—The taxation has been reduced this year from 12 to 6 piastres. This measure will no doubt, as explained in my last year's report, induce most of the growers to pay this reduced tax instead of running the risk of paying double, by trying, as they have hitherto, to evade the payment of the exorbitant tax of 12 piastres, by smuggling their produce into town. The Porte, far from losing on the income derived from Rhodes, will perhaps realize now more profits than before.

Agriculture.

The agricultural produce of the Island of Rhodes for the year 1867 is given in the following Table :—

Names of Articles.	Foreign Weights and Measures.	Quantities.	English Weights and Measures.	Quantities.
Barley	Kilos. ..	100,000	Bushels ..	100,000
Caroubs	Cant. ..	100	Cwt. ..	100
Cheese	Okes ..	40,000	Lbs. . ..	110,000
Cocoons..	„ ..	2,500	„	7,125
Cotton	„ ..	40,000	„	110,000
Dried Vegetables ..	Kilos. ..	10,000	Bushels ..	10,000
„ Fruit	Okes ..	30,000	Lbs. . ..	82,500
Fresh Vegetables ..	„ ..	2,000,000	„	5,500,000
„ Fruit	„ ..	700,000	„	1,925,000
Oats	Kilos. ..	5,000	Bushels ..	5,000
Honey	Okes ..	100,000	Lbs. ..	275,000
Onions	Cant. ..	25,000	Cwt. ..	25,000
Oranges and lemons ..	Pieces ..	1,000,000	Pieces ..	1,000,000
Spirits	Okes ..	50,000	Lbs. ..	137,500
Sesame seed	Kilos. ..	500	Bushels ..	500
Tobacco..	Okes ..	50,000	Lbs. . ..	137,500
Valonea..	Cant. ..	1,000	Cwt. ..	1,000
Wax	Okes ..	10,000	Lbs. . ..	27,500
Wheat	Kilos. ..	260,000	Bushels ..	260,000
Wine	Okes ..	300,000	Lbs. . ..	82,500
Wool	„ ..	10,000	„	27,500

Corn.—Although the yield in this produce has been rather abundant, many of the peasants are already without wheat or barley, specially so in the villages where the lands are farmed out by peasants, who are thus obliged to give a great part of their produce in payment of rent.

Olive Trees.—As usual after an exceptionally abundant crop as that of 1866, olive trees produced nothing in 1867. In no locality did the peasants gather enough olives for provisions, which constitutes one of their principal articles of food.

Oranges and lemon trees have so much suffered from blight that no oranges or lemons have been exported this year from the island.

Cattle.—Epizooty which had made its appearance at the beginning of 1867 in some parts of the island, has luckily subsided before causing much damage.

Forests.—Large extents of ground covered with woods have been wantonly destroyed by fire. The actual Governor of Rhodes has informed me that he has recommended to the Porte to grant to peasants permission to cut timber. In my last annual report I stated that it is perhaps the only efficient measure to prevent the complete destruction of forests, as peasants will have then an interest to preserve them. Most of the isles in the Ottoman Archipelago were, up to the Greek insurrection, well wooded and supplied with numerous springs. The forests having been burnt at that time, the isles in question are now barren rocks, without even fresh water. The same fate expects perhaps Rhodes, if the destruction of forests is not prevented.

The want of an agricultural bank where peasants might get money at legal rates of interest is much felt in this island. Few are the peasants who are not in debt, and all are in want of money; but as it is, they can obtain it only at so usurious rates, that all their earnings are absorbed by them. It would seem that Government being alive to the necessity of an establishment of this nature has ordered that each labourer should sow for a few years two kilogrammes Government seed, the proceeds of which would constitute the capital of the bank. As the

season was too far advanced when this order was promulgated to plough the required land, peasants are to give this year two kilogrammes of wheat out of their own crops. These measures are not in favour with peasants, who are under the impression that some circumstance or other will prevent Government from carrying out their good intentions towards them, and that their savings will be employed for other purposes than the original object.

Population and Industries.

No registers of births or deaths are kept at Rhodes, still from the general information births exceed deaths by much. However, the population if not decreasing, is not on the increase, owing to the annual emigration of young men, who go to Anatolia in the hope of finding a better condition. Many of them settling there definitively, there must be little by little an important surplus of female population on the island.

I have spoken in my last year's report of the introduction in the Archipelago of diving apparatus for the sponge fishery. The satisfactory results obtained by these machines have induced many people, who had hitherto nothing to do with sponge fishing, to addict themselves to this industry. There are now in the small islands about 30 diving apparatus and ten at Rhodes, the latter all belonging to foreigners. It is expected that a few more diving apparatus will be imported in time to take part in this year's fishery. The very natives who endeavoured, even by illegal means, to prevent the introduction of diving apparatus in these islands, are now the first to use them.

Lately two Frenchmen have arrived here for the purpose of adopting to country boats diving apparatus moved by steam, which last will propel at the same time the boats by means of a screw. They are not yet ready to work, and nothing can be said on the conversion of boats; but it seems that there is a cabal raised to prevent native divers from joining them. It is supposed, however, that as in the case of the first diving apparatus, obstacles thrown in their way will be overcome at last.

Public Works.

The Porte has granted this year, at the request of France, a piece of ground to be used as Roman Catholic burial-ground. It has been surrounded with walls, and is situated on the Molino Point, not far from the Protestant Cemetery erected in 1862. This concession was much required in consequence of the crowded state of the small old Roman Catholic Cemetery, which is contiguous to the Church. The burial-ground of the Greek is in the same condition, and it would be desirable as a sanitary measure that a similar concession should be granted to them.

I have also to report the erection in 1867 of an hospital built in the latter part of the year with funds arising from subscriptions, and also with assistance given by Government. The building is nearly completed, and if properly administered will render great services to indigents. It remains, however, to be seen whether sick of different religions can be persuaded to enter an hospital attended by others than people of their own creeds.

A surgeon appointed by Government has been attached to this hospital, and he is also obliged to attend free of fee in their own dwellings all indigents who may require his services. 12,000 piastres have been added to the annual contributions of the island to defray his salary.

General Remarks.

The seat of the Governor-General having had to be removed from Mytilene after the earthquake which destroyed the town in 1867, it was hoped that it would have been transferred to Rhodes, but the Dardanelles were chosen instead, an arrangement which places the Governor-General of the Province of the Archipelago entirely out of the centre of the islands under his jurisdiction. In consequence of the new Governmental organization the Caimakam of Rhodes has been raised to the rank of Mutessarif (Second-class Governor).

An attempt has been made by Government to introduce administrative reforms in the isles of the Sporades. The Christian under Governor of the Province, sent for the purpose, having failed in his mission. the Governor-General himself came to Rhodes, and after long negotiations with the islanders, decided to leave the small islands in the same unruly and insubordinate condition as before. The weakness shown by Government in this attempt at reform has deprived them of all authority in these islands, who are now by fact, if not by name, entirely independent.

Rhodes, February 17, 1868.

TCHIRPAN.

Report by Mr. Vice-Consul J. E. Blunt upon the Trade of the Town and District of Tchirpan.

The district of Tchirpan is included in the Sanjak (province of Philippopolis, in the vilaët of Adrianople. It is bounded on the north and east by the districts of Kizanlik and Eski-Zaghra, and on the south and west by the district of Philippopolis.

It contains one town, called Tchirpan, and 45 villages, situated in a large plain remarkable for its fertility, and bountifully watered by the Maritza and other smaller streams issuing from the mountains in its vicinity. The town of Tchirpan is about eight hours distant from the town of Philippopolis, six hours from that of Eski-Zaghra, and 23 hours from the city of Adrianople. It is surrounded by vineyards and fruit-gardens; contains 2,200 houses, 400 shops, 9,000 inhabitants (5,000 Bulgarians, and 4,000 Mahommedans), a telegraph station, and post-office. Several hans, eight mosques, 3 churches, and five elementary schools, three of which, with 500 children, are supported by the Bulgarian community.

Of the 45 villages in this district 13 are inhabited by Mahommedans, 26 by Bulgarians, and six by Mahommedans and Bulgarians together. The principal villages are Moussoul-Taki, with 250 houses; Meritzlar, with 240 houses; Turkemoush, with 180 houses; and Kurd Bonnar, with 160 houses.

Tchirpan is essentially an agricultural district, and produces more corn than is required for consumption. The kinds of cereals most largely cultivated are wheat, hard and soft; barley, rye, oats, and Indian corn, of all of which considerable quantities are exported, particularly of its hard wheat, as it ranks first among the different sorts of corn produced in the vilaët of Adrianople.

The inhabitants of the district also largely cultivate the vine, and a little tobacco, ottar of roses, and silk. They rear 95,000 sheep, 12,000 goats, and 7,000 pigs, besides a considerable number of buffaloes, much used by the peasants for draught. The district paid to Government in 1867 about 5,000,000 piastres, equal to 45,000*l*., principally derived from the following sources:—

	Piasters.
Tithes of agricultural produce	2,455,000
Sheep tax	400,000
Property tax	500,000
Military commutation	300,000
Duty on wine	200,000
Octroi	140,000

The ordinary expenditure actually incurred by Government for the local administration does not exceed 2,000*l*.

The excess of the grain produce of Tchirpan is easily transported in wagons to Hadji-Moustak, Tash-Boroun, Balabanli, Karaatler, and Kintcherli, five convenient localities on the banks of the Maritza; and is from thence carried down this river in rafts to Adrianople and Enos. It produces annually about 300,000 lbs. of wool, most of which is disposed of to the manufacturers in district of Philippopolis; its tanneries, all of them

owned and worked by Turks, furnish from 2,000 to 3,000 touras (20,000 to 30,000 pieces) of Sahtian leather made of goat skins, which the Philippopolis merchants purchase for the Austrian markets; and its vineyards yield 3,500 loads of grapes per annum, valued at about 11,000*l.* This produce is made by the natives into wine and raki for consumption in the contiguous districts.

Tchirpan, in consequence of the fertility of its soil and its position with regard to water communication, ranks one of the first among the corn-producing districts of the province of Philippopolis. It is also pointed out as one of the few districts in the vilaët of Adrianople, which have not been encumbered with "Bekayies" (taxes in arrear).

Nine years ago the Bulgarian community of the town of Tchirpan had only one church, it now has three, one of which was built not long ago at a cost of 3,000*l.*, and forms by far the most conspicuous building in the place. Fourteen years ago there were churches in only seven of its villages (Bulgarian), there are now churches in 15 of them. In less than 25 years the number of houses and shops in the town has nearly doubled; and when I visited the place last year I found the community busily engaged in constructing a more commodious bazaar.

Adrianople, March 20, 1868.

UNITED STATES.

BOSTON.

The unsettled state of the United States' finance arrangements, the agitation of the Impeachment question, and the almost universal commercial stagnation, has considerably affected the whole of Massachusetts and Rhode Island, and their numerous manufacturing cities, whilst Boston has more particularly suffered owing to the diminished imports from the British provinces, the natural consequence of the abrogation of the Reciprocity Treaty on the one part, and the almost prohibitory tariff on the other. The principal commercial organ says: "In summing up the course of trade the past year, there is not much to say that is encouraging." Extreme depression in all branches of business has been the prominent feature throughout, and the merchant, the manufacturer, and the mechanic, who in taking a retrospective glance at his business during the past twelve months, finds a balance in his favour, may consider himself fortunate, for his case is the exception, and not the rule. Prices of merchandize have been very unreliable, and almost every large operation has been a source of loss and disappointment. No matter how carefully considered or based upon the exigencies of supply and demand, holders of many leading staples have been compelled to submit to a depreciation in value from week to week. Manufacturers who purchased raw material at what at the time was considered low prices, have not been able to place their productions at a profit, but often have had to submit to a loss. The fishermen have returned with poor fares, and the farmer, whose crops promised so abundant a yield, found a considerable and unexpected diminution in them after harvest. The year 1867 has, in fact, been a year of disappointment in all branches of business, nearly all large movements in merchandize turning out the reverse of what was anticipated. These remarks also apply to legitimate business operations.

The greatest sufferers have been our manufacturers, particularly all engaged in producing woollens. The depression in this business has been brought about by the rapid increase of woollen machinery, the heavy tax on manufactured goods and high duties on raw material and over-production of goods, large stocks having accumulated in the hands of manufacturers for which no outlet could be found, amidst the general depression in all branches of trade.

The high price of breadstuff and other articles of necessity has also, no doubt, influenced the consumption of goods, as the mass of the people have had less means to purchase than for some years, when labour was in demand, and breadstuffs comparatively cheap.

Cotton goods have not been so seriously depressed as woollens, but the business has been unprofitable. Grades of cotton which were considered low early in January last at 35½ cents, have lately been sold at 15½ cents, a shrinkage of more than one-half, and manufacturers have been compelled to work at the disadvantage of a steady decline in raw material.

The boot and shoe trade indicates considerable activity so far as

the magnitude of the scales are concerned, the shipments of the year to the places of consumption largely excceding any previous year. There has been, however, the same general complaint as to prices, and boots and shoes have been scarcely more remunerative than cottons and woollens.

The most active movements of the past four months have been the breadstuffs. The comparative failure of the crops in Europe has led to extensive purchases for consumption, and prices of flour and wheat rule high with the prospect of little or no abatement for some time to come. The home trade has been unusually good, and the export business arising from the extensive shipments of breadstuffs since September make Boston more alive to the importance of steamship lines with Europe, and also of increased facilities for the reception of western produce. The withdrawal of the Cunard line, and their concentration at New York, leaves the field open for other lines controlled by the Americans themselves. The "Ontario," the pioneer steamship of a new line has already made several successful trips across the Atlantic, and other steamers are to be added, so that the withdrawal of the Cunard line, although to be regretted, may prove to be a positive gain, by the impression of more energy into the business men, and a determination on their part to build up a successful line of steamers.

The shipping business has been very much depressed: a visit to the ship yards of Massachusetts and other neighbouring states, would indicate that all enterprise in this line has been kept under subjection by excessive taxation, so that ship-builders have been unable to compete with other countries.

The high cost of the necessaries of life compel workmen to place a correspondieg value on their labour, and every article of which a ship is built, is taxed to such an extent, that ship yards have been almost abandoned.

The statistics of the wool trade indicate that this market is the leading one in the country for this staple. This is due to the fact that manufacturers, instead of sending our agents and chasing a few pounds of wool wherever it was to be found in the interior, have bought their supplies at home, and hence wool has been sent here from all points. During the year, Boston at all times held the best selections of domestic wool to be found in the country, and transactions have been on a large scale from week to week. This article is now recovering from the depression and low prices current in consequence of the unsatisfactory state of the manufacturing business, with the prospect of more remunerative prices the current year.

Real Estate.—There has been little or no change in the value of real estate. Desirable stores and dwellings still command good prices and high rents. Building has not kept pace with the increase of population and business, the high price of all material used checking enterprises of this kind. Now, however, with increased territory by the annexation of Roxburg, adding 30,000 inhabitants to the population, and fine healthy locations for building purposes, the probability is that building will be resumed.

The comparative value of some of the leading articles of domestic produce received for three years past is as follows:

	1867.	1866.	1865.
Cotton	28,000,000	32,000,000	40,000,000
Flour	22,000,000	21,000,000	15,000,000
Corn	2,800,000	2,000,000	2,250,000
Oats	1,750,000	850,000	1,250,000
Coal	5,000,000	7,000,000	6,500,000
Hides	2,000,000	2,500,000	2,750,000
Leather	18,500,000	16,500,000	18,000,000
Provisions	5,000,000	7,000,000	8,500,000
Naval Stores	500,000	650,000	600,000
Butter and Cheese	5,700,000	4,500,000	6,000,000
Wool	21,000,000	25,000,000	28,000,000

Money.—Money through the year has been for first class paper from 6 to 9 per cent., mostly from 6 to 8 per cent.

The exports of specie have been—in 1867, 1,409,933 dollars; in 1866, 4,073,231 dollars.

Arrivals and Clearances.—The arrivals from foreign ports have been:—

	Ships.	Barques.	Brigs.	Schooners.	Total.
1867	133	386	707	1,397	2,623
1866	117	406	759	1,507	2,789

The foreign clearances have been:—

	Ships.	Barques.	Brigs.	Schooners.	Total.
1867	104	347	684	1,478	2,612
1866	100	401	744	1,627	2,872

The coastwise arrivals and clearances, as far as known (many not being entered at the Custom House) have been:—

	Arrivals.	Clearances.
1867	6,127	2,937
1866	6,310	2,987

Ashes.—The highest and lowest prices:—

	Pots.	Pearls.
	c. c.	c. c.
1867..	8¼ to 10½	11 to 14
1866..	7½ „ 11⅓	10½ „ 16

The receipts have been:—In 1867, 3,939 casks; in 1866, 3,875 casks.

The total pots and pearls were:—In 1867, 944 casks, equal 515,138 lbs.; in 1866, 1,197 casks, equal 567,788 lbs.

Coals.—All kinds have been low throughout the year in consequence of the depressed state of the manufacturing business, and the limited demand for consumption. The imports show a falling off of 3,347 tons from Great Britain, 38,593 tons from the provinces—this mainly owing to the tariff adopted on the cessation of the Reciprocity Treaty, and an increase of 3,854 tons from domestic parts.

English cannel has been sold during the year by the quantity at 17 to 19 dollars per ton, and the highest and lowest prices of anthracite and provincial coal have been:—Anthracite, 1867, 7 dollars 50 cents to 111 dollars 50 cents per ton; 1866, 9 to 15 dollars. Sydney and Pieton, 1867, 7 dollars 50 cents to 9 dollars 25 cents per ton; 1866, 7 dollars 50 cents to 9 dollars 50 cents.

Foreign.—Total in 1867, 117,440 tons; in 1866, 159,380 tons. Domestic.—Total in 1867, 680,221 tons; in 1866, 667,376 tons.

Cocoa—The import has been:—In 1867, 11,808 bags; in 1866, 12,980 bags.

Copper.—The highest and lowest have been:—

	Sheathing Copper.	Metal.	Ing. Copper.
	c. c.	c. c.	c. c.
1867..	32 to 40	19½ to 30	21 to 29
1866..	40 „ 55	30 „ 40	26 „ 42

Coffee.—The movements in coffee have been quite unimportant during the year. The bulk of the sales of Java were at 24 cents to 25 cents; gold at St. Domingo has been mostly sold in bond for export at 10 cents to 11 cents, gold. The highest and lowest prices have been:—

	St. Domingo and Cape.	Java.
	c. c.	c. c.
1867..	21 to 25½	34 to 36
1866..	22 „ 28	35 „ 42

The imports, calling two pockets of Java equal to one bag, have been:—

	1867.	1866.
	Bags.	Bags.
East Indies..	21,774	22,979
Hayti	16,756	14,834
Manilla	75	4,342
Other foreign ports ..	2,059	1,046
Coastwise	8,939	7,553
Total	49,603	50,154

The exports to foreign and coastwise ports have been:—In 1867, 2,310 foreign; and 10,376 coastwise. In 1866, 3,089 foreign; and 14,271 coastwise.

Cotton.—Cotton has again disappointed all calculations the past year, and operators here and in Europe have lost heavily. Prices opened in January last at 35 cents to 36 cents for middlings, uplands, and Gulf, and with the exception of an occasional slight reaction, there was a steady and gradual decline throughout the year—prices ruling from 28 cents to 29 cents, in July from 25½ cents to 27 cents; in

October from 19 cents to 20 cents; and in December from 15½ cents to 16½ cents per lb., the lowest price of the year. The depression in the manufacturing business, with larger supplies of cotton than were anticipated have been the cause of the steady decline; but it is believed that the lowest point has now been reached. The comparatively low prices are likely to insure an increased consumption, and the removal of the cotton tax, which will no doubt be passed during the present session, will benefit both planters and manufacturers. All parties in the trade are disposed to move cautiously, as estimates of the demand and supply for some years past have proved not only deceptive but disastrous to all who have based operations upon them. The highest and lowest prices obtained during the year for middling Upland and Gulf have been:—In 1867, 15½ to 36 cents; in 1866, 32 to 53½ cents; in 1865, 40 cents to 1 dollar 23 cents; in 1864, 70 cents to 1 dollar 90 cents.

The stock on hand is 8,000 bales against 12,000 bales in 1866.

	Bales.
Total—1867	230,456
„ 1866	225,609

The exports from this port to foreign ports were, in 1867, 14,655 bales; in 1866, 14,493 bales.

Domestics.—The cotton trade has been quite unsatisfactory, the comparatively low prices have failed to lead to any material increase in the consumption, and manufacturers have been compelled to work against a declining market and a steady decrease in value. Large lots have been taken for export to Valparaiso and the west coast of Africa. With the removal of the cotton tax, that now embarrasses the manufacturing business, a large increase can reasonably be looked for in the export trade.

Exports of the year.

	Boston.	New York.	Total.
1867. Packages ..	10,322	13,801	24,123
1866. do. ..	4,746	9,416	14,162

The Exports have been:—

	Packages.	Value.
		$
1867	10,322	1,034,966
1866	4,746	670,285

Dyewoods.—The highest and lowest prices.

	St. Domingo logwood.	Sapan wood.	Lema wood.
	$ $	$ $	$ $
1867	19 to 23	75 to 95	110 to 125
1866	18 to 30	70 to 80	105 to 165

Imports.

		1867.	1866.
Logwood.. ..	tons	11,745	13,953
Fustee	„	584	540
„	pieces	965	..
Sapan wood ..	tons	113	64
„ ..	pieces	9,025	602

Exports.

		1867.	1866.
Logwood.. ..	tons	5,019	5,019
Sapan wood ..	„	28	40
Fustee	„	13	..

Fish.—The imports of mackerel from the provinces have been :— In 1867, 41,118 barrels; in 1866, 67,597 barrels.

Imports of other kinds of fish from the provinces :—

		1867.	1866.
Cod fish	Quintals ..	38,060	58,645
„	Boxes ..	1,465	227
Salmon	Tierces ..	197	1,477
„	Barrels ..	1,607	2,274
„	Boxes ..	430	2,063
Herring	Barrels ..	22,493	53,290
„	Boxes ..	36,801	42,500
Allurves	Barrels ..	2,521	4,057

The Exports of Fish.

		1867.	1866.
Cod fish	Drums ..	3,353	5,921
„	Boxes ..	7,369	6,264
„	Quintals ..	32,334	37,328
Mackerel	Barrels ..	53,868	47,746
Herring	Boxes ..	92,442	76,188
„	Barrels ..	23,999	18,805
Allurves	„ ..	10,994	11,714
Fish..	„ ..	62,404	68,386

Flour.—The past year has been rather a marked one in the flour trade, and higher prices than ever before realized have been obtained.

The current rates in January last, were 11 dollars to 12 dollars for common extras; 12 dollars 50 cents to 14 dollars for medium extras; 14 dollars 50 cents to 16 dollars for good and choice Michigan and other western; and 16 dollars to 17 dollars 50 cents for the favourite lands, St. Louis. For two months past the market has been comparatively quiet, but near the close of the year there was a decided upward tendency in prices. Advices from Europe have not been so favourable for active export movements as were expected, but it is believed that Great Britain must yet purchase largely of breadstuffs, and future prices will depend on the extent of these purchases for the next four months.

The lowest and highest prices of Western extra have been :—In 1867, 9 dollars to 21 dollars; in 1866, 8 dollars 25 cents to 19 dollars.

The exports have been :—To foreign ports, 195,109 barrels; coastwise, 58,210 barrels; showing a total, in 1867, of 253,219 barrels; against, in 1866, 232,800 barrels.

The receipts of corn meal were :—In 1867, 17,499 barrels; in 1866, 25,601 barrels. And the exports :—In 1867, 20,607 barrels; against, in 1866, 34,862 barrels.

Fruit.—The imports have been :—

		1867.	1866.
Lemons	Boxes ..	46,277	68,313
Oranges	„ ..	141,680	103,663
Figs	Drums ..	176,726	387,667
„	Cases ..	3,745	8,217
Raisins	Drums ..	3,429	2,604
„	Boxes ..	174,687	207,663

Grain.—Corn ruled comparatively low from January to September, but unfavourable crop advices, and the prospect of large export movements, led to considerable speculation, and an advance of 25 cents to 30 cents per bushel. The arrivals of new Western corn in November in most splendid order and condition, indicating that the short crop would be made up in part by the very superior quality of the new corn, checked the upward movements in prices. The highest and lowest prices have been:—In 1867, 1 dollar 10 cents to 1 dollar 65 cents per bushel; in 1866, 80 cents to 1 dollar 40 cents. Barley has been sold at 1 dollar 12 cents to 2 dollars, new crop; selling the past three months principally from 1 dollar 50 cents to 1 dollar 65 cents per bushel for Canada East and West, but the market has a decided upward tendency. Last year prices of barley ranged from 85 cents to 1 dollar 45 cents per bushel. The highest and lowest prices per bushel for oats and rye have been:—

	Oats.	Rye.
	c. c.	$ c. $ c.
1867	65 to 95	1 25 to 1 85
1866	45 to 35	90 to 1 00

The receipts of Corn and Oats:—

	Corn.	Oats.
	Bushels.	Bushels.
1867	2,361,313	1,411,176
1866	2,157,292	1,219,717

The receipts of Rye and Shorts:—

	Rye.	Shorts.
	Bushels.	Bushels.
1867	24,311	572,492
1866	37,864	525,684

The receipts of wheat and barley have been:—

	Wheat.	Barley.
	Bushels.	Bushels.
1867	159,421	317,911
1866	16,537	190,658

The exports of corn and wheat have been:—

	Corn.	Wheat.
	Bushels.	Bushels.
1867	27,529	24,077
1866	37,027	478

Gunny Bags.—This article has been dull, with a limited demand for consumption, and very little speculative inquiry.

The highest and lowest prices have been:—In 1867, 17½ cents to 23 cents; in 1866, 17½ cents to 32 cents.

Gunny Cloth.—The highest and lowest prices have been:—In 1867, 20¾ cents to 25 cents; in 1866, 20 cents to 37 cents.

The imports have been:—

	At Boston.	Other Ports.
	Bales.	Bales.
1867	25,368	19,265
1866	10,874	18,705

Hay.—The highest and lowest prices have been:—In 1867, 20 dollars to 40 dollars per ton; in 1866, 17 dollars to 30 dollars.

Hemp.—The highest and lowest prices per lb. of Manilla and Russia hemp have been.

	Manilla. per lb.	Russia clean. per ton.
	c. c.	$ $
1867	14 to 17	310 to 360
1866	13¾ to 16	330 to 380

The imports have been:—

	Tons.	Bales.
Russia	1,760	..
Manilla	..	36,441
Calcutta	..	10,279
Liverpool	..	1,177
London	..	1,119
All others	..	12,357
Total 1867 ..	1,760	61,372
„ 1866 ..	918	69,246

Hides.—Hides have been in good demand throughout the year, and full prices have been realized. The arrivals of foreign show a large increase over previous years; but as supplies of domestic hides have been very small, all arriving have found a ready sale. The highest and lowest prices of Buenos Ayres and Rio Grande hides have been:—In 1867, 25½ cents to 30 cents; in 1866, 24 cents. to 32 cents.

The imports have been:—

	Bales.	No.
From Buenos Ayres ..	..	132,405
„ Africa	..	185,293
„ London	..	15,441
„ Havre	..	6,668
„ Liverpool	..	5,587
„ Calcutta	4,499	..
„ All others	112	522,505
Total, 1867 ..	4,611	867,899
„ 1866 ..	2,629	811,564

The imports of goat skins have been :—

	Bales.	No.
1867..	7,369	6,000
1866..	5,121	4,723

Hops.—The highest and lowest prices and the exports have been :—

	Range of Prices.	Export.
	c. c.	Bales.
1867	39 to 68	286
1866	48 to 65	156

Indigo.—The imports have been :—

	Packages.
From Calcutta	587
„ England	82
„ All others	83
Total	752

Ice.—This being rather a specialty, Wenham and other lakes being in the immediate vicinity, I subjoin a detailed list of where the crop goes to.

The clearances at the Custom House during the year have been :—

	Tons.
To Madras	2,854
„ Bombay	4,364
„ Hong Kong	3,344
„ Calcutta	4,195
„ Galle	2,211
„ Batavia	2,373
„ East Indies	1,015
„ Aspinwall	2,050
„ Rio Janeiro	1,300
„ Havana	9,434
„ Port Spain	2,143
„ Valparaiso	950
„ Demerara	2,190
„ Barbadoes	1,102
„ Kingston, Ja.	1,970
„ Matanzas	1,161
„ Gibraltar and Malta	332
„ Cienfuegos	475
„ St. Pierre, Mart.	824
„ Berbice	117
„ St. Jago	894
„ Marseilles	316
„ Port au Prince	514
„ Cape of Good Hope	733
„ St. Thomas	900
„ Neuritas	215
„ Martinique	895
„ Southern Ports	40,625
Total, 1867*	88,496
Total, 1866	124,751

* The crop of 1867-8 is the finest ever known ; of at least 22 inches thick and solid, and of crystal purity.

Iron.—The highest and lowest prices of Scotch pig iron have been:—In 1867, 40 dollars to 50 dollars; in 1866, 44 dollars to 57 dollars.

The range of prices of English bar iron:—

	Common.	Refined.
	$ $	$ $
1867	85·00 to 110·00	95·00 to 120·00
1866	100·00 to 120·00	110·00 to 130·00

The imports have been from:—

	Russia.	Sweden.	Great Britain.	Coastwise.
Bars..	..	168,388	668,667	102,623
Tons	..	12,902	2,150	2,617
R. R. Bars	..	..	5,415	258
Railroad Tons	..	..	655	122
Bundles	9,872	..	105,727	82,642
Plates	..	..	3,457	31,217
Scrap (tons)	..	..	6,412	6,396
Pig (tons)	..	..	30,180	9,194

The imports have been:—

	1867.	1866.
Bars..	939,678	1,041,620
Do. tons	17,669	14,057
R. R. Bars	5,673	2,553
Do. tons	767	877
Bundles	198,241	192,987
Plates	34,672	66,348
Scrap (tons)	12,808	7,202
Pig	39,374	36,396

Lead.—Pig lead has been selling at $6\frac{1}{2}$ cents to $7\frac{1}{8}$ cents gold, the bulk of the sales having been made at $6\frac{1}{2}$ cents to $6\frac{5}{8}$ cents, and prices have been quite steady and uniform since March. The highest and lowest currency price have been:

	Galena.	Foreign.
	$	$ $
1867..	9·00	9·00 to 9·57
1866..	..	8·50 „ 1100

The imports reducing the foreign to the average weight of American. In 1867, 121,657 packages; in 1866, 102,964 packages.

The exports have been—In 1867, 1,251 pigs; in 1866, 2,430 pigs.

Lumber.—The exports have been:—

	Lumber.	Shingles.
	1,000 ft.	1,000 ft.
1867..	18,115	6,771
1866..	18,564	6,123

Boots and Shoes.—Chiefly made in Lynn, Massachusetts. The

shipments South, West, and to California, shew a large increase over any previous year in the history of the trade, but the business has not been satisfactory, the prices realized scarcely paying cost of production, and lately manufacturers have been very generally complaining.

The quantity of boots and shoes forwarded by water and railroad have been :—

	By Water.	Railroad.	Total.
	Boxes.	Boxes.	Boxes.
1867..	193,379	745,000	938,379
1866..	147,622	705,000	852,622

Molasses.—The imports have been :—

	Hogsheads.	Tierces.	Barrels.
Foreign	68,836	7,748	1,150
Coastwise	9,277	294	2,815
Total, 1867	78,113	8,042	3,965
„ 1866	68,445	5,636	2,981

Petroleum.—This article has been dull throughout the year, and prices have ruled quite low. The highest and lowest have been :—

	Crude.	Refined.
	$	$ $
1867..	16 to 23	36 to 57
1866..	23 „ 40	49 „ 85

The exports from the country :—

	Gallons.
From Boston	2,247,877
„ New York	33,409,165
„ Philadelphia	29,083,679
„ Baltimore	1,513,209
„ Portland	900
Total, 1867	66,244,830
„ 1866	66,665,044

Salt.—The imports have been :—

	Bushels.
From England	355,794
„ British West Indies	314,372
„ British Provinces	1,244
„ All others	886,451
Total, 1867	1,556,861
„ 1866	1,157,089

Saltpetre.—The imports of saltpetre for the year 1867.

	Bags.
Into Boston from Calcutta	15,428
„ New York „	15,424
Total	30,853

COMPARATIVE STATEMENTS of imports and stocks :—

	1867.	1866.
	Bags.	Bags.
Into Boston	15,428	39,957
„ New York	15,424	20,157
Total	30,852	59,114

Linseed.—Prices of linseed have ruled during the year from 1 dollar 91½ cents to 2 dollars 65 cents. Gold sales having been made exclusively on this basis. The highest and lowest prices have been—In 1867, 270 dollars to 365 dollars per bushel; in 1866, 302 dollars to 435 dollars per bushel.

The imports into Boston allowing six pockets to a bag have been —In 1867, 265,551 bags; in 1866, 175,428 bags.

The entire imports into the United States in 1867 was as follows:

	Bags.
At Boston—	
From Calcutta	265,552
At New York—	
From Calcutta	425,125
„ Bombay	7,433
Total	698,110

The comparative imports have been—In 1867, 698,110 bags; in 1866, 393,802 bags.

Spirits.—Foreign spirits have varied very little during the year.

Domestic spirits have been quite unsettled on account of the large quantity of contraband constantly in the market, which has been sold at very low prices. The Government has made but very little progress in collecting the tax, and the production of the contraband article is believed to be as large as ever. The highest and lowest prices of brandy have been :—

	Rochelle.	Cognac.
	$ $	$ $
1867..	6·25 to 7·50	725 to 1,500
1866..	5·75 to 7·75	725 to 1,500

The imports have been :—

	Gallons.
From Grain	48,637
„ Brandy	998
„ Other material	6,642
Total 1867	56,277
„ 1866	54,679

The exports have been :—

	Domestic.	Foreign.
1867..	1,242,558	9,721
1866..	1,236,616	2,730

Sugar.—The market for sugar was quite firm the first six months of the year.

The imports have been:—

	H hds. & Casks.	Barrels.	Bags, &c.	Bales.
Foreign	47,545	1,188	21,975	70,974
Coastwise	1,226	25,013	..	13,015
Total 1867 ..	48,771	26,201	21,975	83,989
„ 1866 ..	65,327	10,138	69,792	7,648

The exports to Foreign ports have been:—

	Boxes.	Hhds.	Bales.	Bags.
1867	957	29	3,731	..
1866	497	420	5,823	50

Sumac.—The imports have been:—

	Bags.
From Foreign Ports	20,444
„ Coastwise	14,630
Total 1867	35,074
„ 1866	35,060

Tallow.—The exports for the year and the lowest and highest prices have been:—

	Barrels.	Range of Prices.
		c. c.
1867	8,914	10½ to 12¼
1866	4,250	11¼ to 14

Tobacco.—The stock of leaf tobacco in first hands is 500 hogsheads against 280 hogsheads in 1866. The imports have been:—

	Hhds.	Bales and Case.	Boxes and Kegs.
1867	2,847	228	50,607
1866	2,346	189	38,649

The imports have been:—

	Hhds.	Bales and Cases.	Boxes and Kegs.
1867	1,965	9,684	9,057
1866	2,337	7,414	4,727

Tin.—The imports have been:—

	Tin.	Tin Plates.
	Slabs.	Boxes.
1867	11,592	100,874
1866	23,624	102,037

Whalebone.—The imports of whalebone into the United States have been—In 1867, 921,344 lbs.; in 1866, 920,376 lbs.

Wine.—The imports of the year have been as follows :—

	Gallons.
From England	21,794
„ France on Atlantic	13,206
„ France on Mediterranean ..	16
„ Sicily	38,777
„ Spain on Atlantic	2,731
„ Spain on Mediterranean ..	1,657
„ Holland	3,477
„ Azores	1,076
„ Turkey in Asia	203
„ Italy	315
„ Dutch Guiana	298
„ British Possessions in Africa ..	149
„ British Provinces	96
„ Cuba	87
„ British West Indies	60
„ Russia	5
Total, 1867	83,957
„ 1866	94,814

Wool.—The past year has been a remarkable one for the wool trade, and will be long remembered by operators. The balance of the clip of 1866 was disposed of at very good prices, and the market from January to June was buoyant and active, but the prospective advantages of a largely increased tariff had considerable to do with this activity, as the belief was quite prevalent that a higher tariff would immediately lead to better prices for both raw material and goods. The clip of 1867 came to market much later than usual, as the season was very backward throughout the west. In the meantime manufacturers had become very much discouraged. Spring trade was a failure, and stock of woollens had increased to such an extent that a favourable reaction began to be despaired of, even with an average full demand.

Exchange.—The gold rates for exchange on London have ranged from 108 dollars to 110 dollars ; and the currency rates from 145¼ dollars to 159¼ dollars. The highest and lowest rates have been :—In 1867, 145½ dollars to 159¼ dollars ; in 1866, 134 dollars to 169 dollars.

Gold.—The fluctuations of the premium in gold in 1866 and 1867 have been—

	1867.		1866.	
	High.	Low.	High.	Low.
January	144⅝	137⅜	137⅞	132
February	140⅝	135⅞	148⅛	135¼
March	136⅓	125	140⅜	133⅜
April	129¼	125	141⅞	132⅝
May..	141½	125⅛	138⅞	134⅞
June	167¾	137⅝	138¾	136⅝
July..	155¾	147	140¾	138⅝
August	152¼	146½	142⅜	139⅞
September	147⅛	143¼	146⅜	141
October	154⅜	145½	146⅝	140¼
November	148⅝	137½	141½	137⅞
December	141¾	131¼	137⅜	133

Specie.—The exports of specie have been—

	$
To Liverpool	233,600
Total for December	233,600
„ November	24,000
„ October	3,000
„ September	None.
„ August	20,267
„ July..	480,000
„ June	386,000
„ May..	229,566
„ April	3,000
„ March	None.
„ February	13,000
„ January	None.
Total, 1867	1,400,933
„ 1866	4,073,231

This ends the general catalogue of prices. It will be perceived that the chief points are the falling off in the consumption of produce from the provinces, and the diminution of vessels consequent thereof. Every one, therefore, hopes and wishes a new reciprocity treaty.

I mentioned in my last report the anxiety caused by the unsatisfactory state of Boston harbour. Since then a considerable appropriation has been obtained, and great progress made in both the dredging and in the repair of sea-walls, and should the much-desired project be carried out, of extending the railroads to tide water by enclosing the South Boston Flats, a depth of 23 feet of water at the new wharfs will be obtained, and by connecting the various lines by a circular railroad, freight will be put on board without changing cars.

The withdrawal of the Cunard steamers from this port, whilst severely wounding local variety, has nevertheless, as I have stated, been productive of good, as it has opened the eyes of Boston merchants to the absolute necessity of improving their lines of communication with the west, if they wish to participate in the commercial activity of the world. A mercantile Convention has been called, from which much is hoped, and urgent pressure is being made at Washington for a settlement of the tariff, and the placing the monetary question on a more satisfactory basis, as preliminaries to an onward movement.

It is certain that if some such action as is in contemplation be not soon taken, Boston will make retrograde steps, which it will be hard for her to recover, and she would merit the sneers of her enemies, who assert that her present trade is principally made up of "down east coasters."

The strict enforcement of the Maine liquor law has greatly exercised the people of Massachusetts. The organization of a State constabulary, almost *ad hoc*, domiciliary visits, seizures of property, in fact continuous acts of petty tyranny, which would have scarcely been supported in the most despotic known countries, have during the year elicited unqualified condemnation, and at the same time shown the admirable patience of the self-governing classes.

The elections taking place lately no candidate, irrespective of his politics, had a chance, who would not pledge himself to a liquor licence law; hence a majority in both houses of the State were returned, who at once repealed this tyrannous and inquisitorial act, and further abolished the state constabulary, and did away with what was termed the jury law, a monstrous offshoot of the original pressure,

by which a person having been fined on the liquor question could not be eligible to serve on a jury—in fact forfeited *pro tanto* his civil rights.

The whole of these fanatical proceedings and their attendant losses and vexations are now swept away, and the only wonder seems to be that they could ever have been instituted or sustained.

In conclusion I would say that as long as Boston with her fifty banks continues to control 50,000,000 of capital, she must necessarily take her place in the first rank as a great monetary centre. All that is wanting is improved communications and a reduction of island freight. To the attainment of which she is now seriously turning her attention.

Massachusetts Credit.—The credit of Massachusetts in reference to her loans and indebtedness, and the policy of paying in specie, has established her credit, both here and abroad, on the highest basis. This is shown by the fact that at the close of this year, Massachusetts' sterling *fives* were quoted in London at 86 to 88, while United States' fives (the 10-40 bonds) were 66 to 68. And United *sixes* (5-20 bonds) were 71 to 72.

Convention.—The proposed convention of merchants from all parts of the Union was represented by large delegations from almost all the States, and has occurred so immediately after the close of the year, that—as the initiary movement concerning it was during 1867—I mention it as a part of the year's transactions.

A series of resolutions was adopted, some of which may be interesting to English bondholders, the principal being:—

1st. A protest against the wild and dishonest scheme, now before Congress, of semi-repudiation, by paying off in greenbacks what was borrowed by promises to pay *in gold*. It is worded thus: "That the national honour and faith alike require that the Government should not avail itself of the right to pay off the five-twenty bonds until by a general resumption of special payments the public debt, as it matures, can be paid *in specie* or its equivalent."

2nd. Also against the proposal to tax these bonds contrary to the published agreement at the time of issuing, "That the bonds of the United States already issued were exempted by law from taxation, and that having been thus issued, it would be a violation of the law of contracts to impose a tax upon them now, as *well as a breach* of faith on the part of the Government."

3rd. That the convention re-affirm unanimously our adherence to the principles of national honour and good faith as indicated in the second resolution of the report just accepted.

Lastly. Before separating, the Convention agreed to the institution of a *National Board of Trade*, which, if carried out, will doubtless be not only of local, but of great international value.

Boston, January 1868.

COMMERCIAL REPORTS

RECEIVED AT

THE FOREIGN OFFICE

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IN 1868.

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1868.

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BRAZIL.

PARA.

Report by Mr. Consul James de V. Drummond-Hay on the Trade of Pará for the Year 1867.

Shipping and Navigation.

The shipping returns for the year 1867 exhibit the following result :—

Foreign Shipping.		British Shipping.		Total.	
Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
89	42,717	71	16,081	160	58,798

Showing a total increase of 21 vessels, and 6,630 tons over the year 1866, and 64 vessels, 19,092 tons over the year 1865.

In addition to the above numbers, there entered coastwise 80 vessels, of 59,927 aggregate tonnage; of these, 52 were Brazilian vessels, inclusive of 34 steamers, 15 of the United States flag, inclusive of 12 steamers, 1 British, 1 Portuguese, 3 French, 6 Prussian, 1 Dutch, and 1 Spanish.

Trade and Commerce.

The returns of produce exported during the year, shows that an increase has taken place in several of the more important products of the provinces of the Amazon. Thus,—

	Years.	Quantity Exported.	Increase in 1867.
		Arrobas.	Arrobas.
Rubber ..	1866	291,091	..
	1867	301,170	10,079
Cacao	1866	94,966	..
	1867	366,838	271,872
		Alquieres.	
Nuts	1866	24,574	..
	1867	122,199	97,625

But as the currency during the whole year has been undergoing a steady depreciation, until as represented by the standard of foreign exchange it was worth in the month of December, 28 per cent. less than at the beginning of the year, the increase in value of the above cited products has not corresponded with the increased quantity.

The official value of rubber exported in 1866 was in sterling money, 598,200*l.*, whereas in 1867, in spite of an increased production of 10,079 arrobas, it is only 569,006*l.*

The official value of cacao exported in 1866 was 87,925*l.*; in 1867, 208,431*l.*, showing indeed a large increase of value, but not in proportion to the increase of production.

The official value of nuts exported in 1866 was 16,116*l.*; in 1867, 44,579*l.*, showing equally a disproportion between increased value and increased export.

The total value of exports during the year 1867 amounts to 9,494 coutos of reis, equal in value at the average exchange of the year of 23 pence to the milreis, to 909,840*l.*

The exports in 1866 amounted to 7,384 coutos, or at the then average exchange of 26 pence to 799,983*l.*

The total official value of imports in 1866 amounted to 4,711 coutos of reis, or 510,400*l.*, and in 1867 to 6,254 coutos of reis, or 599,416*l.*

General Remarks.

The very heavy conscription which has been levied throughout these thinly populated provinces has been severely felt, and the scarcity of labour increased, yet generally speaking the prospects of the provinces are favourable, commerce extending, and men prospering in their own individual affairs.

There may be some poverty, but little suffering, as the means of subsistence are easily obtained, for nature is prodigal though men are inert.

The commercial treaties with the neighbouring Republics are beginning to bear fruit in more extended commerce, and from more frequent communication.

The depreciation of the currency of the country growing out of the war with Paraguay is however beginning to create serious apprehensions among capitalists, and already causes considerable embarrassment in business transactions. As yet the cost of necessaries of life has not kept pace with the depreciation of money, but should a further decline in the value of the currency take place, which may be considered certain should the war continue, a rise in nominal value of the products of the country must occur, and all those who live on fixed incomes must necessarily suffer. The producer will pay off his debts in a depreciated currency, and merchants who deal with the interior, and upon whose advances, to be repaid in produce, almost all the business of the Amazon provinces is based, will receive their debts in a depreciated paper, and in a few weeks lose the labour of years.

Uncertainty as to the value of the payment they will receive for their goods will make merchants reluctant to import, and it may be expected that during the coming year, should the war continue, there will be a considerable decline in foreign trade.

Pará, February 1868.

EQUATOR.

GUAYAQUIL.

Report by Mr. Vice-Consul Smith on the Trade and Commerce of the State of Equator through the Port of Guayaquil during the Year 1867.

The general depression of commerce for the last two years has been felt severely here, owing to various causes.

Cocoa.—Spain, which is the great cocoa consuming country, is still at war with the South American republics; and as cocoa forms the chief production of this republic, it suffers very much from the Spanish war.

This also accounts for the absence of Spanish vessels from my return of shipping at this port for the year. In time of peace nearly all the cocoa sent to Spain is exported in Spanish ships, owing to the reduction of duties on produce imported into Spain in vessels carrying the national flag.

The crop this year has been above the average, but the price in Europe has declined to such an extent that this advantage has been more than counteracted.

Cotton.—The growth of this article, which was commenced in the year 1862, in consequence of the civil war in the United States, has rapidly declined in the last two years, and in less than two years more cotton will most probably cease to form on article of exportation, growers finding that at present prices it does not leave a profitable return. In quality it is equal to middling Orleans.

The following is a list of the amount of cotton exported during the last six years:—

Years.	Quintals.
1862	136
1863	1,523
1864	2,784
1865	11,117
1866	6,631
1867	4,523

India-rubber.—Every year the exports of this article are increasing, but from the ruinous manner of collecting it, this cannot last long. Instead of tapping the trees to extract the juice, as in Brazil and other countries, the custom here is to cut down the tree, consequently, owing to the destruction of the trees, it becomes necessary every year to penetrate farther into the interior of the country in search of the trees.

Silk.—In the valleys of the Andes attempts are being made to rear the silk-worm, and there exists quite an excitement here on the subject, many people regarding it as likely to become the chief product of this

country. Although the experiments that are being made have been successful as far as they have gone, they have been conducted on too small a scale to render it possible to foresee their ultimate results.

The following table shows a statement of the exports from this port during the year, as compared with those of the four preceding years:—

Years.	Value of Exports.
	£
1863	630,151
1864	656,277
1865	679,747
1866	669,420
1867	560,069

TABLE showing the different articles of produce exported, and their approximate value.

Nature of Produce.	Quantity.	Price.	Value.
		s. *d.*	£
Cocoa .. .. qrs.	201,278	36 0	362,300
Cotton .. .. „	4,887	47 0	11,484
Coffee .. .. „	1,705	50 0	4,262
Canes .. .. pieces	32,914	0 9	1,234
India-rubber .. .. .. qrs.	9,172	64 0	29,350
Hammocks .. .. No.	107	25 0	134
Orchella Weed .. .. .. qrs.	9,871	24 0	11,845
Straw .. .. „	501	84 0	2,104
Lumber .. .. pieces	1,047	10 0	523
Hats (straw) .. .. .. dozen	8,238	100 0	41,190
Hides (tanned) .. .. .. No.	23,612	9 0	10,625
Tobacco .. .. qrs.	200	100 0	1,000
Ivory Nuts .. .. „	981	6 0	294
Tamarinds .. .. „	58	50 0	145
Sarsaparilla .. .. „	229	39 0	446
Bark .. .. „	6,478	100 0	32,390
Specie	..	..	50,743
Total	..	..	560,069

Imports.—Owing to the entire absence of any statistics it is impossible to arrive at the exact amount of the imports, but as near as can be calculated they have reached during 1867 the sum of 434,860*l.*

TABLE of Imports during the last five years.

Years.	Value of Imports.
	£
1863	328,016
1864	582,900
1865	635,000
1866	430,000
1867	434,860

The majority of merchandize imported comes in the British steamers viâ the isthmus of Panama.

There are now large stocks of goods of all descriptions on hand, and with the very discouraging news received from Europe, the prospects of the new year are very gloomy.

Guayaquil, February 20, 1868.

FRANCE.

CALAIS.

Report by Mr. Consul B. Hotham on Trade at Calais during the Year 1867.

Shipping.

The total number of British vessels of all classes entering the port of Calais during the year 1867 was rather in excess of the previous year. This however was chiefly owing to a night service established by the London, Chatham, and Dover Railway Company, during the period of the Paris Exhibition. In the number of British merchant vessels there was a considerable decrease; the opening of the line of railway from Calais to Boulogne having caused the iron foundry at Marquise to receive its iron from England by way of Boulogne.

In French and other shipping at this port there was little or no difference from the previous year.

Trade.

The general trade was much the same as in 1866. In the exports, however, there was a great falling off, owing to the general stagnation of affairs during the past year. The lace trade in the adjoining town of St. Pierre-lès-Calais, however, has resumed its former activity; and at the present moment (April 1868) this branch of industry seems to have recovered much of its former prosperity. Indeed, during the past months of October and November (usually the dead season of the "Tulle" trade) business was brisk and prices steady. The principal manufacturers confine themselves to the production of the "Tulle de Soie," some few make both "Soie" and "Coton," especially of the kinds known as "Cluny" and "Honiton," both of which were in great demand in 1865 and 1866. The smaller manufacturers devote themselves exclusively to the making of "Tulle de Coton," especially of "Cluny."

The uncertainty of a continuance of peaceful relations with Prussia, joined with the revolutionary attack on the Papal States, doubtless had a certain influence on the Tulle trade at Calais, especially as this trade, as I have observed on former occasions, is largely dependent on Italy and Germany, but especially on the latter country. The effect however was not nearly so severely felt as might have been supposed. During the first three days in November a general panic in the trade occurred, but this as quickly disappeared, especially as regards "Tulle de Soie." In fact the Tulle trade, from being dependent on the fashions, is not so easily influenced by political circumstances, nor so depressed as many other branches of industry; for, although the recent disturbances in Italy may have affected this trade, it was the fear of a European war rather than the actual revolutionary outbreak which caused a temporary panic, and that this was the case, was proved by the rapidity with which the trade resumed its activity, on the assurance that no general war was imminent.

From reliable information which I have received on this subject, it appears that half of the manufactories of St. Pierre-lès-Calais are at work day and night, and that the remainder work from 10 to 12 hours

a-day. In short there is not a single factory where work is not going on. The wages of the workmen average about 30 francs per week (1*l.* 4*s*). Unfortunately, however, the high price and style of living of the present day render these wages insufficient.

But notwithstanding the present aspect of the Tulle trade in Calais and the neighbourhood, it is certain that the old spirit of enterprise and rivalry is wanting.

The machines, it is true, are kept at work, but they are not replaced, as in former years, nor do they increase in number.

There are at present about 740 machines in Calais and St. Pierre-lès-Calais, besides about 50 in the neighbouring villages. These machines give employment altogether to about 5,000 persons, of whom 1,800 are women and children.

Imports.

A considerable increase took place in the import of cotton thread, wool, coal, flax, and machinery; a large amount of fish was also imported, principally for the Paris market, as well as a considerable quantity of yeast.

Cotton Thread, Coal, Machinery, and Flax.—The increase in cotton thread, coal, and machinery was naturally the result of the more prosperous state of the Tulle trade. The flax trade however is greatly depressed at the present moment. The workmen and women in the principal manufactories in the adjoining town of St. Pierre-lès-Calais, who used to receive from 2fr. 25c. to 3fr. 25c., according to their capability, now work considerably less time, and only earn from 1fr. 25c. to 1fr. 50c. per day; many of these have either changed their trade in consequence, or have left the country, a considerable number being Scotch or Irish.

At Dunkerque, where the profits in the flax trade were said to have varied from 12 to 25 and, with one house, even to 30 per cent., the same stagnation, I am informed, has occurred; indeed in many instances, no dividend at all is forthcoming.

The large increase in the import of coal at this port is due to the fact of the Parisian Gas Company having received a large part of their coal by way of Calais, instead of by Dunkerque, as formerly.

Fish.—The fish imported was principally from a Deal house, and was sent on to Paris.

Yeast.—A large quantity of yeast was imported by way of Calais during the year, instead of by way of Boulogne and Dunkerque, as hitherto; this yeast is forwarded to the distilleries at Lille, Seclin, Doudi, and Valenciennes. It appears that French yeast is much inferior to the English, and, in addition, is double the price; that is to say, 70c. per kilogramme for French, and 35c. for English yeast.

Exports.

In exports there was a very considerable diminution, to the extent indeed upwards of 800,000*l.* It is difficult to account satisfactorily for this great difference from the previous year, but the uncertain state of affairs was indubitably the chief cause. As I have observed, however, the lace trade in this neighbourhood is recovering itself, and the diminution therefore in the exports of last year can only be considered as temporary, and not as showing any real or permanent falling off in the export trade at this port.

THE following is the Rate of Freights to Calais, per Ton.

Articles.	London.	Middlesboro'.	Grangemouth.	Sunderland.	Newcastle.	Blyth.	Gottenburg.	Frederickshald.	Krageröe.	Porsgrund.	Skeen.
	F. ct.	F. ct.	F. ct.	F. ct.	F. ct.	F. ct.	F. ct.	F. ct.	F. ct.	F. ct.	F. ct.
Wool from Great Britain	21 75	..	..	..	..	..	..	..	..	..	..
Wool, Colonial	12 50	..	..	..	..	..	..	..	..	..	..
Machinery	18 75	..	..	..	..	..	..	..	..	..	..
Cotton Wool	10 0	..	..	..	..	..	..	..	..	..	..
Oil*	10 0	..	..	..	..	..	..	..	..	..	..
Cereals	10 0	..	..	..	..	..	..	..	..	..	..
Goods paying per Cubic Mètre	20 0	..	..	..	..	..	..	..	..	..	..
Iron	..	10 10	10 50	..	..	..	..	..	..	..	..
Coal	..	..	..	9 50	9 50	9 50	..	..	..	..	..
Timber	..	..	..	..	..	..	16 75	15 75	16 25	16 25	16 25
Hops	25 0	..	..	..	..	..	..	..	..	..	..

* At Dunkerque the freight of oil is only 4 frs. 45 cts., hence the greater part passes through that port.

Fishery.—Notwithstanding that the continued bad weather during the greater part of last year frequently obliged the Calais fishermen to dispose of their cargoes at Dunkerque, the fishery at this port was about the average, having produced in weight 1,576,000 kilogrammes, and in the value 929,650 frs. Of this quantity, 1,490,631 kilos. were forwarded by railway, the local consumption amounting only to 85,369 kilos.

The herring fishery at this port, as I have explained in my Report last year, is unimportant as compared with Boulogne, particularly as the Calais boats take no part in the Scotch fishery. It was however more productive than in 1866, having produced, in value 62,849 frs. against 26,471 frs. in 1866. The total weight of herrings taken by the fishermen of this port, was 188,680 kilogrammes.

The number of fishing boats in this district is as follows :—

District.	Number of Boats.	Tonnage.	Number of Crews.
Calais	83	2,611	679
Wissant..	10	67	86
Waldam..	7	35	47
Total	100	2,713	812

Passenger Traffic.

The passenger traffic at this port during the year 1867, as might have been expected from the circumstance of the Paris Exhibition, was greater than in any previous year. It is however worthy of remark that, whereas in 1862, the year of the London Exhibition, 30,586 more passengers passed through Boulogne than through Calais, in 1867, 46,906 more passengers passed by Calais than by Boulogne.

The following table will show the number of passengers passing through Calais in 1867, compared with 1866.

Month.	Number in 1867.	Number in 1866.	Difference in 1867.	
			Increase.	Decrease.
January	6,358	7,326	..	968
February	7,011	7,292	..	281
March	8,548	8,619	..	71
April	13,574	10,315	3,259	..
May	17,460	10,644	6,816	..
June	21,385	9,872	11,513	..
July	23,533	15,174	8,359	..
August..	34,389	16,058	18,331	..
September	26,509	14,283	12,226	..
October	22,261	10,215	12,046	..
November	10,341	7,943	2,398	..
December	8,468	7,791	677	..
Total	199,837	125,532	74,305	..

The following is the number of passengers who passed through the principal ports during the year 1867.

Port.	Number in 1867.	Number in 1866.	Difference in 1867.	
			Increase.	Decrease.
Calais	199,837	125,532	74,305	..
Boulogne	152,931	113 948	38,983	..
Dieppe	88,294	38,707	49,587	..
Le Havre	16,177	16,523	..	346
Dunkerque	No return.	2,158	..	2,158
Ostend..	19,707	15,897	3,810	..
Total	476,946	312,765	164,181	..

In the beginning of August 1867 the works were completed, bringing the mail trains on to the Tidal Quay, and alongside of the packets. That this will be of the highest importance there can be no doubt, not only as regards the dispatch of the mails and the convenience of the public generally, but also with reference to the employment of larger and faster mail boats between Dover and Calais. For this purpose however the question of improving and deepening the entrance to Calais Harbour has to be solved. This would entail a considerable expenditure, but that the expense incurred would be well laid out, must be apparent to every one. The importance of speed and regularity in the sea passage is self-evident, as regards the punctual delivery of the correspondence of the two capitals of the civilized world, and it is certain that the time could be materially shortened between London and Paris. High speed at sea, however, at least a *regular* rate of speed, can of course only be maintained at a proportionate cost at the same time, a *regular* passage between Dover and Calais of 1 hour 10 min. to 1 hour 15 min. would, without a doubt, not only secure all continental travellers by this route, but would also largely increase their number, and I have good authority for stating that a class of packets, giving this rate of speed, could be obtained. As I have observed, however, the first step is to improve the entrance to Calais harbour. With the comparatively small outlay necessary for this purpose, and with the opening of the new South-Eastern line to Tunbridge, the daily mail service between London and Paris would be performed in 8 hours 30 min. to 8 hours 40 min., and the requirements of the present day imperatively demand that this improvement should be carried out forthwith.

Of other proposals for facilitating the communication between the two countries, it is at present premature to speak at any length, whether we are eventually to be carried above the sea or under it, appears to be rather a disputed point; one thing at any rate is clear; viz., that it is sincerely to be hoped that capitalists may be forthcoming who will carry out one of these vast international enterprises. The engineer's part would be the least difficult.

Another plan of a far more feasible nature is that of a species of huge ferry, of great horse-power and proportionate speed. It must be confessed that this proposal has many advantages over its more ambitious rivals, and in truth the eminent English name connected with this undertaking is of itself a sufficient guarantee of its practicability.

A French engineer, Monsieur Boutet, has also proposed a suspension bridge, of a novel kind of construction, between Cape Gris-nez and the Dover Cliffs. This gentleman has personally explained his plan to me, together with estimate of cost, &c.; but I feel bound to say that he has completely failed to convince me of the probable success of

his undertaking, and I do not therefore give any details of this particular scheme.

Coal Mines.

Perhaps a few observations on the coal district in this department may not be considered altogether unimportant.

The discovery of the coal fields in this department was made accidentally in the year 1846, by workmen digging for water in private property at Oignies, about 12 kilometres north-west of Douai. This is in fact a continuation of the coal district extending from Belgium to within a short distance south-east of Douai, the extent of which however had hitherto remained unknown. From 1850 to 1864, however, such was the success of these undertakings that 19 grants of land were made of a total of 525 square kilometres (about 202¾ square miles). The first of these districts "L'Escarpelle," near Douai, and one more recently discovered at Annœulin, are in the department of the "Nord." The remaining 17 of an extent of 468 square kilometres (180¾ square miles), are in the department of the "Pas-de-Calais," and to these I am now more particularly alluding.

These 17 districts or grants of land extend from the neighbourhood of Douai to that of the town of Aire, or about a total length of 56 kilometres (34¾ miles). Their width diminishes pretty regularly as they extend towards the west; the average width being 8½ kilometres, or 5 miles 496 yards. In these districts 39 shafts have been sunk with more or less difficulty, and to a depth varying from 100 to 150 metres (328 feet to 492 feet), before arriving at the coal formation; of these 39 pits, 30 are in full work, one has fallen in, another has been abandoned in consequence of the impossibility of keeping out the water, and the remaining 7 are not yet in working order.

The following figures will show the rapid increase in the quantity of coal raised from these 17 mines.

Year.	Tons Raised.	Number of Mines at Work.
1851..	4,933	1
1855..	248,819	7
1862..	1,019,702	27
1866..	1,621,400	30

From the year 1851 to the 1st January 1867 a total quantity of 10,000,000 tons have been obtained from these mines, of which 6,500,000 tons, or nearly two-thirds since 1862; in which year the communication was completed with the canals and lines of railway in the north of France. In 1866 the total quantity obtained was 1,621,400 tons, or about one-seventh of the total produce of France. Each of the five mines of Lens, Courrières, Nœux, Grenay, and Dourges (the oldest) contributes about 100,000 tons annually; Lens in particular nearly 400,000 tons. These five give two-thirds of the whole produce of the district. The remaining twelve mines are of more modern date, and are less favourably situated with respect to canal or railway communication.

As regards the quality of this coal, it certainly more suited to manufactories than to household purposes. Nevertheless it furnishes seven-tenths of the total consumption of coal in this department, which is

about 925,000 tons. Independently of a population of 750,000, the numerous manufactories in this part of France have naturally benefited largely from the proximity of these coal fields. These manufactories consist of 76 sugar mills, 22 distilleries, 18 silk and flax mills, &c.

The price of this coal, even in the neighbourhood of the pits, is maintained at from 18 to 20 frs. per ton, a high price considering what is paid in England in similar localities. This, however, is explained by the fact that there is no fear of competition with the English coal, the price of which would be nearly, if not quite, double that of the French coal in the neighbourhood of Douai, &c.

I would add that no coke is made in the coal district of this department.

Calais, April 13th, 1868.

PRUSSIA.

STETTIN.

Report by Mr. Consul J. A. Blackwell on the Trade and Commerce of Stettin during the Year 1867.

It might have been reasonably supposed that in consequence of the stagnation that prevailed in most of the European markets, there would have been a falling-off in the trade of Stettin in 1867. The contrary, however, was the case, the trade in general having been more extensive than in any preceding year. This will be fully shown in the following Tables, which give the amount of shipping, imports, exports, &c., not only for 1867 in comparison with 1866, but also the average of the ten foregoing years, viz., 1857 to 1866, inclusive :—

I. Shipping and Navigation.

Number, Tonnage, &c., of British Vessels arrived at Stettin and Swinemunde from 1857 to 1867, inclusive.

	Decennial Average, 1857–1866, inclusive.			1866.			1867.		
	Number of Vessels.	Tonnage.	Number of Crews exclusive of Masters.	Number of Vessels.	Tonnage.	Number of Crews exclusive of Masters.	Number of Vessels.	Tonnage.	Number of Crews exclusive of Masters.
Stettin—									
Steamers	120	48,458	2,168	137	66,318	2,405	180	83,856	3,146
Sailing Vessels..	246	29,839	1,416	263	26,706	1,295	298	30,955	1,426
Total	386	78,297	3,584	400	93,024	3,700	478	114,811	4,572
Swinemunde—									
Steamers	3	1,212	46	14	8,034	264	23	12,825	478
Sailing Vessels..	137	31,939	1,066	167	41,077	1,302	81	19,392	598
Total	140	33,151	1,112	181	49,111	1,566	104	32,217	1,076
Grand Total	526	111,448	4,696	581	142,135	5,266	582	147,028	5,648

Left Stettin in ballast—

	Vessels.	Tons.
Decennial average, 1857–1866, inclusive ..	65	14,576 or 18·61 per cent. of the total tonnage entered.
1866	39	11,011 „ 11·33 „ „ „
1867	52	14,452 „ 12·58 „ „ „

All the British vessels that arrived at Swinemunde left that port in ballast.

NUMBER and Tonnage, in Prussian Lasts, of all Sea-going Vessels, except Mail Steamers and Coasting Craft, entered at Swinemunde from 1857 to 1867, inclusive.

Nationality of Vessels.	Decennial average, 1857-1866, inclusive.		1866.		1867.	
	No. of Vessels.	Lasts.	No. of Vessels.	Lasts.	No. of Vessels.	Lasts.
British	522	72,381	566	86,542	582	89,651
Prussian	1,101	120,923	919	115,608	1,361	122,157
German States.. ..	188	16,430	237	19,734	84	12,359
Dutch	102	9,492	88	12,063	104	10,371
Swedish and Norwegian	172	8,519	146	7,383	185	7,447
Danish	176	6,852	107	5,812	157	6,412
Russian	16	1,639	14	1,864	14	942
Other Nations	20	1,710	15	904	9	612
Total	2,297	237,946	2,092	249,910	2,496	249,951

Of the vessels entered at Swinemunde, there arrived at Stettin—

Decennial Average, 1857-1866, inclusive.		1866.		1867.	
Vessels.	Lasts.	Vessels.	Lasts.	Vessels.	Lasts.
1,919	174,063	2,043	175,954	2,214	200,487

NUMBER and Tonnage in Prussian Lasts, of Vessels of all descriptions, except River and Littoral Passenger Steamers, Entered and Cleared at Stettin, from 1857 to 1867, inclusive.

Year.	Sea-going Vessels.				Coasting and Haff Vessels.		River Craft.		Total.	
	Merchant Vessels.		Mail Steamers.							
	Vessels.	Lasts.	Vessels.	Lasts.	Vessels.	Lasts.	Vessels.	Lasts.	Vessels.	Lasts.
ENTERED.										
Decennial average, 1857–1866, inclusive	1,919	174,063	66	17,150	2,532	34,831	7,541	211,425	12,058	437,469
1866	2,043	175,954	..	..	1,983	31,623	6,707	201,803	10,733	409,380
1867	2,214	200,487	..	..	1,845	28,701	6,633	210,549	10,692	439,737
CLEARED.										
Decennial average, 1857–1866, inclusive	1,920	174,420	68	17,241	2,529	34,752	7,577	211,446	12,094	437,859
1866	2,000	171,221	..	..	1,941	30,709	6,721	201,970	10,662	403,900
1867	2,235	203,135	..	..	1,874	29,303	6,480	204,665	10,589	437,103

MERCANTILE Marine of the Province of Pomerania on January 1st, 1868, also on January 1st, 1867 and 1859. Tonnage in Prussian Lasts.

Ports.	Steamers.				Sailing Vessels.				Total, Jan. 1st, 1868.		Total, Jan. 1st, 1867.		Total, Jan. 1st, 1859.	
	Sea-going.		River.		Sea-going.		Coasting, under 40 Lasts.							
	No. of Vessels.	Lasts.	No. of Vessels.	Lasts.	No. of Vessels.	Lasts.	No. of Vessels.	Lasts.	No. of Vessels.	Lasts.	No. of Vessels.	Lasts.	No. of Vessels.	Lasts.
Stettin	18	2,487	28	385	155	26,115	7	216	208	29,203	215	30,068	202	29,286
Stralsund	..	..	1	33	153	23,493	22	718	176	24,244	170	22,726	144	18,630
Barth, Franzenburg District	..	..	1	7	131	21,610	114	2,610	246	22,227	244	23,861	181	18,537
Greifswalde	..	..	..	..	48	8,661	9	220	57	8,881	60	8,908	53	7,064
Uckermunde..	..	..	1	14	43	7,700	..	..	44	7,714	45	7,904	43	6,687
Wolgast	1	188	2	45	48	6,689	11	288	62	7,210	64	7,617	44	5,143
Rugenwalde	..	..	..	..	25	4,486	20	430	45	4,916	46	4,658	39	3,377
Swinemunde..	..	..	2	17	25	4,270	17	363	44	4,650	47	4,789	63	6,979
Kolberg	..	..	..	..	18	2,899	17	331	35	3,230	38	3,253	47	4,774
Minor Ports	1	60	7	220	43	6,514	171	4,484	222	11,278	228	10,923	187	9,068
Total .. 1868 ..	20	2,735	42	721	689	112,437	388	9,660	1,139	125,553				
Total .. 1867 ..	21	2,590	43	761	698	111,415	395	9,871	1,157	124,707	1,157	124,707	1,003	109,545
Total .. 1859 ..	15	1,898	28	887	672	101,131	288	5,629	1,003	109,545				

Shipping Dues.

In 1863, the shipping dues, as stated in my report for that year, were considerably reduced, viz., the sea dues 37 per cent., and the river dues 25 per cent.

On the 1st of December, 1867, as I then reported, a still more considerable reduction took place; the dues to be levied on and from that day being fixed by a Royal Edict, as follows:—

1. Sea Dues for all Vessels entering and leaving the Harbour of Swinemunde.

	Groschen.		Groschen.
1. With cargoes—			
On entering	4	instead of	8
On leaving	4	„	8
2. In ballast—			
On leaving	2	„	4
On entering	2	„	4

Per normal Last—about 1½ Register Ton.

2. River Dues.

The river dues for vessels navigating the Swine, Peene, and Divenow, and the Haff — consequently for all vessels proceeding from Swinemunde to Stettin, and from Stettin to Swinemunde, which amounted to 1 groschen and half a groschen per last, are abolished.

The present rate of 4 groschen per last would be about 26*s*. 8*d*. per 100 reg. tons.

Vessels above 40 lasts burden, have also to pay 9 pfennige per last —about 5*s*. per 100 reg. tons—for port charges at Stettin.

By virtue of another Royal Decree, which came into operation on the 1st of the present month (March 1868)—

1. Vessels under 40 lasts are to pay one-half of the dues levied on vessels above that burden, *i.e.*, 2 groschen and 1 groschen.

3. Vessels with cargoes consisting entirely of coals, coke, turf, slates, tiles, bricks, paving and quarry stones, granite, limestone, gypsum, chalk, clay, sand, raw sulphur, or salt, to be charged the same as vessels in ballast, viz., 2 groschen per last.

3. No dues to be levied:

(*a*). On vessels in ballast that enter the harbour of Swinemunde in search of freight, and leave it in ballast.

(*b*). On vessels that enter the harbour to receive orders and leave it without either discharging or taking in cargo.

4. Vessels above 40 lasts proceeding directly between any of the following ports, viz.: Swinemunde, Colbergermunde, Stolpmunde, Rugenwalde, Danzig, and Neufahrwasser, are exempted from the entrance dues of the harbour to which they are bound.

As the river dues are now abolished, and the sea dues reduced 50 per cent., and vessels with cargoes of coals pay the same dues as vessels in ballast, and as almost all the British vessels that discharge at Swinemunde, arrive at that port with coals and leave in ballast, the reduced charges for such vessels will amount to 66½ per cent., and for vessels bound to Stettin, with other cargoes than coals, slates, &c., to 55½ per cent.

II. Trade and Commerce.

With the exception of bullion and specie, the following Tables contain a specification of all the imports and exports in 1867 and 1866, as well as the decennial average of each article; that is to say, of all articles imported and exported by sea from and to foreign countries, including

the maritime states of the North German Confederation, Mecklenburg, Oldenburg, and the Hanse Towns—although they can scarcely be regarded, in respect to Prussia, as foreign countries; but exclusive, in 1867, of Hanover and Schleswig-Holstein, which, although they still figure in the Custom-house lists, are now, and were in 1867, Prussian maritime provinces.

The imports of bullion and specie during the period in question, were—

1857. Bullion—53 centals of gold ingots from Russia; 119 centals of silver ingots from Sweden and Norway.

1861. Specie to the amount of 555,475 dollars from Russia, Denmark, and Sweden.

1866. Specie to the amount of 80,600 dollars from Russia and Denmark. Bullion (silver ingots) of the estimated value of 4,381,000 dollars, forwarded from London, in British steamers, by Messrs. Rothschild, for the Prussian National Bank.

1867. Specie to the amount of 8,225 dollars from Denmark.

ESTIMATED Value in dollars, Prussian Currency, of Imports and Exports in 1867 and 1866.

	1867.	1866.
EXPORTS—		
Goods rated by weight..	15,823,539	11,342,455
Corn, &c.	13,211,076	9,644,183
Timber	2,070,540	1,162,799
Total	31,105,155	22,150,137
IMPORTS*	55,830,316	36,508,511
Total	86,935,471	58,658,648

* Exclusive of the value of Bullion and Specie previously mentioned.

SUMMARY of the preceding Table. Imports and Exports. Quantity.

		1867.	1866.	Decennial average, 1857–1866, inclusive.
IMPORTS—				
Goods rated by weight	.. tons	247,887	220,582	246,628
Liquids	gallons	824,333	785,857	648,183
Herrings	barrels	273,049	219,310	180,333
EXPORTS—				
Goods rated by weight	.. tons	50,709	57,592	45,098
Liquids..	gallons	265,807	449.052	822,876
Corn, &c.	quarters	972,076	855 296	625,800
Timber..	.. lasts	35,069	35,889	..

VALUE in Pounds Sterling, at the average rate of Exchange for the respective Years.

	1867.	1866.	Decennial average, 1857–1866, inclusive.
Imports	8,190,266	5,395,346	5,116,464
Exports	4,563,103	3,273,419	3,049,238
Total	12,753,369	8,668,765	8,165,702

ESTIMATED Value in Dollars, Prussian Currency, of Imports and Exports, from 1837 to 1866, inclusive, in Quinquennial average.

	Imports.	Exports.	Total.
Quinquennial Average—			
1837–1841, inclusive	9,960,000	7,030,000	16,990,000
1842–1846 „	18,299,000	5,060,000	23,359,000
1847–1851 „	15,186,520	5,802,660	20,989,180
1852–1856 „	15,968,814	9,222,575	25,191,389
1857–1861 „	29,247,238	19,707,230	48,954,468
1862–1866 „	39,667,457	21,304,169	60,971,626
1867	55,830,316	31,105,155	86,935,471

The preceding statements speak for themselves, and need no comment on my part. It will be seen that the estimated value of imports and exports in 1867, amounts to 2,753,369*l.*, being 4,587,666*l.* or 56·18 per cent. above the average of the foregoing ten years. Stettin may therefore justly lay claim to being the first commercial port in the Prussian dominions, a claim which a few years ago was not generally admitted, but which can no longer be called in question.

Some articles show a considerable increase, others a considerable decrease; facts which I will not attempt to investigate, experience having taught me that the opinions expressed on such matters are often either fallacious or one-sided. It is obvious, however, that the great increase in the exportation of corn, notwithstanding the unprecedented high prices that prevailed throughout the year was chiefly owing to the increased demand for the English market, in consequence of the indifferent harvest in England as well as in most other countries. It is also pretty obvious that the considerable decrease in the exportation of spirits—common, cheap brandy, distilled from potatoes—may be partly, if not wholly, attributed to the very limited demand for the article in the Southern markets (France, Spain, and Italy); but why the demand was so limited may have been owing to a variety of causes—some of them probably more political than commercial—which it would be useless to enter into.

It has often been contended, both by practical men of business and by writers of commercial articles in the Prussian newspapers—that the importation of coals from England must necessarily decline, in consequence of the increased consumption of Silesian coals, especially since the reduced rate of carriage of these coals by railway to one pfennig per cental per German mile—somewhat less than a halfpenny (precisely

taking the exchange at par, 0·44*d.*) per ton per English mile, which is certainly a very low rate. The quantity of coals imported from Great Britain in 1867 was 481,052 centals = 23,672 tons, or 19·05 per cent., less than in 1866, a fact which would seem to corroborate the arguments of the writers in question. It should be borne in mind, however, that Stettin and Swinemunde may be regarded, practically, as one port, the latter being merely the out-port of the former. Now the quantity of coals imported from Great Britain at the two ports was:

	1866. Tons.	1867. Tons.
In Stettin	124,258	100,586
In Swinemunde	158,114	213,893
Total	282,372	314,479

being, instead of a decrease, an actual increase of 32,107 tons, or 11·37 per cent.

Although the trade of Stettin has rapidly increased within the last ten years, since the abolition of the Sound dues, there are several circumstances which would seem to warrant the conclusion that it will continue to increase and become much more extensive than it has hitherto been.

A considerable reduction in the Shipping dues has already taken place, and it is fully expected that at the ensuing meeting of the Parliament of the German Customs Union, the Tariff will be thoroughly revised on free trade principles; or that, at all events, the duties on several important articles of commerce will be lowered; on pig iron, for instance, the actual duty of $7\frac{1}{2}$ groschen per cental being equivalent, at the present prices, to an *ad valorem* duty of from 20 to 25 per cent.

On the 1st of June next, the Commercial Treaty recently concluded between the German Customs Union (Zollverein) and Austria will come into operation; before which time the arrangements now being made for facilitating the conveyance of goods at reduced charges, on the lines of railway between Stettin and the Austro-Hungarian territories, will be completed, and, should all the measures now in contemplation be carried out, the most expeditious, as well as the cheapest route for the conveyance of Hungarian produce to the English market, will unquestionably be by way of Stettin. The distance by railway from Pesth to Trieste is $81\frac{1}{2}$ German, or $375\frac{3}{4}$ English miles; from Pesth to Stettin, *viâ* Pressburg, Gunserndorf, Oderberg, Breslau, and Posen, $139\frac{3}{4}$ German, or $644\frac{1}{4}$ English miles; but, on the other hand, the distance by sea to an English port is much shorter from Stettin than from Trieste, and the freights and insurance more than proportionably lower. A considerable quantity of the wheat exported last year from Stettin came by rail from Hungary, and the quantity of goods imported from Great Britain—coffee, spices, herrings, &c.—and forwarded by rail from Stettin to Austria and Hungary, has long been very considerable, and will, no doubt, be greatly increased when a more rapid and regular conveyance, at reduced charges, is afforded.

Trade of Swinemunde.

Swinemunde has no export trade, and the imports are chiefly coal and iron from England.

Imports.

Articles.		1867.	1866.
From Great Britain—			
Coals	Tons	213,839	158,114
Pig Iron	„	860	440
Wrought Iron and Coarse Iron-Wares	„	17	90
Fire Bricks	„	2,968	12,511
Divers	„	185	208
Wine	gallons	877	..
Spirits	„	540	110
Ale	„	232	720
Herrings	barrels	1,102	333
From Other Countries—			
Coarse Iron Wares	Tons	7	..
Divers	„	89	10
Wine	gallons	860	20
Spirits	„	1,005	..
Herrings	barrels	..	5

Freights in 1866.

Freight from Stettin to ports on the east coast of Great Britain—Hull, Leith, and the intermediate ports :—

	s.	d.		s.	d.
For 500 lbs. Wheat—					
From the opening of the navigation to the end of May	1	7½	to	2	6
„ beginning of June to the middle of October	1	0	„	2	0
„ middle of October to the close of the season	2	7½	„	4	0
Timber, per Load—					
Oak	11	0	„	16	0
Fir	9	0	„	12	6

Exchange.

The average rate of exchange for short bills on London in 1867, was—

	dols.	gr.		dols.	gr.		dols.	gr.
January	6	23¾	May	6	23¾	September	6	25
February	6	24¼	June	6	24⅜	October	6	24¾
March	6	24¾	July	6	24¼	November	6	25
April	6	24	August	6	24¾	December	6	25⅓

Average of the year, 6 dols. 24½ gr. = 1*l*.

Equivalents of Prussian Weights, Measures, &c.

1 Cental (Zentner)	= 110·231172 lbs. avdps.
1 Last of 40 Centals	= 1·9684 tons.
1 (measured) Shipping Last	= 1·6 Register ton.
1 (measured) Last for Timber—	
Oak, 65 Prussian cubic feet	= 70·9 cubic feet.*
Fir, 72 „	= 78·5 „
1 Scheffel	= 1·512 bushel.
1 Wispel of 24 Scheffel	= 4·536 quarters.
1 Dollar	= 3*s.* at par.

* Headings, Staves, &c., are calculated at so many Pieces to the Last, viz. :—

	Pieces.
1 Last Headings—Pipe	540
„ „ Hogshead	720
„ „ Barrel	960
„ Staves Pipe	300
„ „ Hogshead	420
„ „ Barrel	540
„ Spokes	720

III. Agriculture.

The yield of agricultural produce in Pomerania in 1867 was unusually scanty.

Oats, peas, hay, and flax were above, but all the other articles, as wheat and potatoes, considerably below the average of the ten preceding years. The harvest was, in fact, very unfavourable, throughout the Prussian dominions, especially in the province of Prussia, which has suffered severely in consequence. The average of corn for all the Prussian provinces was—wheat, ·77; rye, ·75; barley, ·88, and oats, ·97.

IV. Population and Industries.

According to semi-official statements, based on the last Prussian census of December 3rd, 1867—the official returns not being yet published—the present population of Pomerania is 1,451,941; of Stettin, 11,272, viz., town of Stettin, 73,581: suburban population of the adjacent villages within the Stettin Police District, 17,691.

For detailed accounts of the industrial establishments at Stettin and the vicinity, I must refer to my former report. Several of the establishments therein mentioned, especially the Portland Cement Works and the Chemical Works of the Joint-Stock Company at Pommerensdorf, continue to carry on an extensive and lucrative business. The premises of the Pommerensdorf Company have been greatly enlarged and new buildings erected, and the profits realised have been so considerable that the shareholders expect to receive a dividend, for 1867, of 20 per cent.

Stettin, March 25, 1868.

SAXONY.

LEIPZIG.

Report by Mr. Consul-General J. A. Crowe on the Trade and Commerce of Leipzig, for the Year 1867.

Saxony was unable to recover, in 1867, from the depression of 1866. The year was a year of trials for the working-classes, for the manufacturers, and agricultural population. Dear corn and low wages, sudden and unforeseen fluctuations in the prices of materials for manufacturers, a bad harvest, and apprehensions of war, were the causes to which this state of things were due. Wheat, during the war time of 1866 at 52*s.* a quarter, was steadily maintained at 70*s.*; rye, the food of all classes in this country, was 27*s.* a quarter in 1866, and 44*s.* in 1867. In many parts of the country wages were reduced, in others they remained stationary—it was the working-man's lot to earn less and to spend more. The home trade was crippled by the low consuming power of the population, the export trade by rumours of war and the high tariff of the United States. A fall in the price of cotton, almost unparalleled, and all but unexpected, tried the stability of firms of high standing, and prostrated the remainder. Money, though absolutely cheap, was withheld from all but temporary and sure investments.

These remarks explain how it happened that the Leipzig fairs were less stocked this year than last. There is scarcely a single article in the following Table that is not represented at a higher figure in that of 1866. Some—as cotton yarn and made-up clothes—are less by 25 and 50 per cent.

Return of the Quantities of the Manufactures of the States of the Zollverein brought to the the Leipzig Fairs in the year 1867.

No.	Description of Goods.	New Year's Fair.	Easter Fair.	Michaelmas Fair.
1	Cotton goods	15,196	22,038	29,377
2	Cotton yarn	1,938	602	1,104
3	Ironwares	1,662	3,068	3,108
4	Glass and mirrors	645	1,798	2,249
5	Fine wood manufactures	255	1,634	1,669
6	Musical instruments	96	342	418
7	Made-up clothes	463	776	1,082
8	Copper and brass wares	179	311	494
9	Hard and small wares	1,925	5,192	5,527
10	Leather	12,033	26,760	25,874
11	Leather wares	1,064	2,184	2,275
12	Linen wares	6,649	11,267	10,654
13	Paper	930	1,440	865
14	Porcelain and Earthenware	1,042	2,471	3,364
15	Furs	178	1,103	1,122
16	Silk wares	315	1,196	1,456
17	Half-silk wares	178	271	429
18	Straw manufactures	9	575	115
19	Paper hangings	83	145	71
20	Woollen wares	34,567	48,789	68,067
21	Weighing machines	..	368	334
22	Other articles	200	993	1,255
	Total	79,607	133,323	160,909
	Grand Total	373,839		

It will be seen, in the course of this Report, that the trade in Saxon manufactured goods at Leipzig was disturbed by causes affecting the trade in foreign goods. I have been favoured with letters from some of the Highland districts of Saxony, which give a very gloomy picture of the condition of those parts of the country. From Plauen I have the following:—"The last twelvemonth has been much less favourable to manufacturers and industry in these districts than 1866. Nothing can have been worse than the business in woollen cloths, woollens, half-woollens, curtain goods, and mulls. Since 1857, so bad a trade in the two last-mentioned articles has not been known. The flannel manufacture just held its own, but wool and worsted spinners and combing establishments have barely managed to live. In white cotton fabrics and embroidering, as well as in lace-making, the first months of the year seem to have been favourable. The manufacture of musical instruments in the Upper Voigtland gave fair results. All exports have diminished and prices have fallen generally, wages gradually decreasing."

Similar communications from Zittau in the Upper Lausitz, the seat of the linen damask trade, are to the following effect:—"There are two distinct branches of manufactures in the district, one for home or Zollverein consumption, in which a large mixture of cotton takes place, another for export in which flax yarns are exclusively used. In linen goods for the Zollverein, the trade was peculiarly bad during the twelvemonth, because the raw materials had been purchased at high prices, which were not maintained—in many cases the loss on sales exceeded the sum of the wages paid to the weaver; but a great quantity of goods remained unsold. Linens, for export, were without demand till shortly before the fall in the price of yarns. When the fall took place, sales became unprofitable. Speculations, for a continuance of falling quotations, proved subsequently disastrous. Wages of linen weavers have remained unaltered, but the price of necessaries was much higher in 1867 than usual. In the cloth branch great dulness prevailed throughout the year. Though working on short time, the manufacturers still produced more than they could dispose of even at drooping prices."

Wool.—The price of wool at the summer fairs in Saxony was considerably higher in 1867 than in 1866, the average price per stone of 5 centner was 12 to 13 thaler (1*l.* 16*s.* to 1*l.* 19*s.*) for low sorts, 14 to to 15 thaler (2*l.* 2*s.* to 2*l.* 5*s.*) for middlings, and 16 to 17 thaler (2*l.* 8*s.* to 2*l.* 11*s.*) for best.

The following is an account of the quantities of foreign goods, wholly or in part manufactured, and of raw materials for manufacturers, imported into Leipzig, at and between the fairs, in the year 1867, and of those sold for home consumption and exportation, respectively, including the goods remaining in warehouse at the close of 1866:—

Imports.

No.	Description of Goods.	Imported.	Sold for Home Consumption	Sold for Exportation
	I. MANUFACTURES.			
1	Cotton Manufactures	8,159	2,548	3,185
2	Hardware, coarse (chiefly Engl.), at 4 thlr. duty	1,936	1,437	200
3	„ „ duty 15 thlr.	565	257	212
4	„ „ „ 50 „	156	118	37
5	Silk and mixed silk	2,926	1,275	1,017
6	Woollens, duty 30 and 25 thlr.	4,462	1,799	2,036
7	„ „ 20 „ 10 „	12,961	6,822	3,601
8	Cotton yarn	39,968	29,224	5,113
9	Iron ware	4,629	3,941	207
10	Glass wares	4,900	4,487	91
11	Instruments and machines	1,916	1,886	12
12	Clothes	1,144	677	265
13	Copper and Copper manufactures	1,381	1,366	1
14	Leather and leather wares	1,905	1,095	147
15	„ Gloves	9	8	1
16	Linen yarn	2,771	2,403	218
17	„ bleached, British	1,204	506	379
18	Paper and works of paper	1,038	999	20
19	Silk, dyed, twisted and untwisted	32	32	..
20	Straw goods, exclusive of 8,011 hats with, and 3,567 without, trimming	83	82	1
21	Porcelain and earthenware	685	601	45
22	Oilcloth	3,228	2,113	689
23	Woollen yarn	46,107	38,132	5,068
24	Carpets	433	165	192
	II. RAW ARTICLES.			
25	Cotton, raw	32,851	..	..
26	Wood manufactures	1,617	1,616	1
27	Drugs, chemicals, dyes, &c.	34,386	16,372	911
28	Hides, skins, and furs (of the latter 19,697 ctr.)	51,153	19,697	19
29	Cocoa-nut, palm, and other oils	21,486	17,699	..
30	Raw wool	23,147	..	..
31	Various articles	32,996	6,249	158
	Total	340,234	163,646	23,826

It was natural to expect that the import trade should be better than that of 1866, yet the year was a bad one in many respects. In the first quarter, trade promised improvement; it was checked by the negotiations for the evacuation of the fortress of Luxenburg, during which rumours of impending war circulated freely, and were not considered groundless. During that time of doubt and hesitation, prices of yarns and goods began to decline, and continued to do so throughout the year, with the exception of a short period in June, when a tendency to greater firmness was transiently manifest. At the close of the last quarter, quotations were almost as low as before the American war, and in some classes they were lower. The losses entailed upon buyers and manufacturers by this state of things checked all tendency to speculation, and, notwithstanding the greatness of the fall, no one ventured to predicate that it might not be greater still. It is stated, on authority which will hardly bear contradiction, that the losses incurred by holders of yarn and manufactured goods were enormous, especially at Glauchau, Meerane, and Chemnitz; woollen, and mixed woollen, and cotton stuffs

for dresses were quoted fifty per cent. cheaper at the close than they had been at the opening of the year, and the mere statement of this fact suffices to explain the severity of the pressure, and yet large stocks of English goods, especially from Manchester and Bradford, remained unsold.

But even in a moment of serious depression like this, we may find some useful lessons as to the condition of our manufacturers, and their power of continuing to compete on foreign markets, in a review of the business in some principal articles. It is acknowledged that in many branches of industry England finds an array of serious competitors in German manufacturers; and it is well to point out, as far as may be, where we keep the lead, and where we fall back from it. From trustworthy sources I have gathered the following:—

During the first months of 1867, there was a brisk market in Saxony for woollens and half-woollens, of the kinds known as printed lustres and mohairs, from Bradford and Huddersfield; but the fashion has since been unfavourable to this class of tissues. Orleans, paramattas, coburgs (Bradford), still hold their own on these markets; but Italian lastings, and woollen and half-woollen serges are undersold here by the makers of Elberfeld and the Rhenish provinces, who not only supply the Zollverein, but also export to the United States and to England itself. Yorkshire fancy stuffs now barely hold their own against the Saxon manufacturers of Glauchau, Meerane, and Chemnitz, especially since fashion has begun to favour short and narrow skirts for ladies' dresses, made of stiff and heavy tissues. Hence a marked decline in the German importation of these articles.

Shoddy, mungo, and other common fabrics of the same kind principally made at Batley, Dewsbury, Leeds, and Huddersfield, are perhaps the only stuffs that kept their price with little variation, on this market, during 1867. In this branch Germany has been unable to beat Great Britain as yet, though Berlin has begun to make "satins." These, and witneys, presidents, velvet, beavers, sealskins, pilots, and tweeds, not exceeding six or seven shillings a yard, are the stuffs in demand, dearer goods being effectually cheaper and better at Aix-la-Chapelle.

Manchester goods were most affected during the twelvemonth by the fall of the quotations in cotton—not but that, as matters stood, they would have borne a certain amount of competition from the German home-made article, protected by the duty of 10 thaler, but that the holders of German goods of this kind were forced to realize at any price. Yet it is to be observed that shirtings are not prepared in England in a manner suitable to the Germans, and so long as this is not done, the Zollverein consumption will remain stationary, if not stop altogether. British makers have also to bear in mind that the Rhenish and Westphalian looms are turning out very fair moleskins and beaverteens, and that, though imports of velvets and velveteens still continue on a considerable scale, the same articles are manufactured with very good finish at Linden in Hanover, and at Esslingen in Wurtemberg. Black varieties alone are unequalled, and yet the prices of these were so high at the close of 1867 that the importation was greatly checked. Cotton linings, such as "sateens," cambrics, jaconets, satins, and others, still find a market; likewise printed jaconets, in which, however, our English houses are closely pressed by the French, whose printing is of very great taste and finish.

In cotton and woollen yarn, from British spinneries, the business of the first quarter of 1867 was also brisk, but the trade was affected later by depression similar to that felt by other branches of manufacture. April opened with a fall in yarn prices of 15 per cent. for cotton,

and 5 per cent. for woollens, in consequence of which sales were materially reduced, and the Leipzig Easter fair, which regulates consumption, gave most unsatisfactory results. A better tone was observed at Midsummer, after all fears of a disturbance of peace had disappeared, and prices were again quoted higher; but a marked reaction took place in September, in consequence of the bad harvest in Central Europe, and prospects of a large cotton supply from the United States; and Michaelmas fair was, for this reason, most unremunerative. A large supply of yarn being left in the hands of the holders, orders for Manchester and Bradford were necessarily withheld, and thus led to an enormous and rapid depreciation. During the last quarter of the year, doubles lost 25 per cent., "30-wefts" 15 per cent. of their value, whilst consumption was reduced to a minimum unknown in recent times. The business done during the twelvemonth, under these circumstances, was chiefly in No. 60 doubles, required for the manufacture of stout stuffs, and 60-twist (Manchester), in use for prints requiring a strong thread. Next in importance was 80-twist, whilst 70, 100, and 120 were neglected. The usual business was done in 40, a number in constant demand at Leipzig commission houses. It was observed that Saxon-made No. 30, single weft, lost ground in consequence of a marked preference for French worsted and woollen yarn, which manufacturers describe as very evenly spun, and more capable than any other of retaining brightness after dyeing, but this preference did not affect the Bradford 30-weft.

English silk and spun silk was imported in larger quantities this year than last, yet Great Britain has a powerful rival in the Swiss, who have greatly perfected this branch of trade. There were very few orders from Saxony to London for Chinese and Japanese thrown silk and wefts, owing to their higher prices as compared with Italian sorts, and the demand here being for finer numbers than are usually thrown in England.

The following figures show the value of the trade in yarn at Leipzig in 1865–6, as calculated for the Chamber of Commerce of this place:—

1865.

Cotton yarn at 105 thlr. per ctr.,	32,800 ctr.	=	3,444,000 thlr.
Woollen „ „ 103 „ „	58,500 „	=	7,605,000 „
			11,049,000 thlr.

1866.

Cotton yarn at 90 thlr. per ctr.,	30,500 ctr.	=	2,745,000 thlr.
Woollen „ „ 115 „ „	40,000 „	=	4,600,000 „
			7,345,000 thlr.

In round numbers the yarn trade was worth one and a half million sterling in 1865, and little more than a million sterling in 1866. The proportions of foreign (chiefly British) yarn and home-made yarn sold at Leipzig are about equal.

Wages.—As wages are of importance in considering the relative power of different states to compete with each other, I take the following from a communication made to the Chamber of Commerce here.

Wages of spinners at Grossenhain, Hainichen, Rosswein, Leisnig, and Oschatz, towns in the district of Leipzig, were in 1866: for men, from 3 thalers (9*s.*) to 5 thalers (15*s.*) a-week of 6 days of 12 hours; for women, $1\frac{1}{6}$ thalers (3*s.* 6*d.*) to $1\frac{1}{2}$ thalers (4*s.* 6*d.*) per week; children, 7 hours a-day out of school time, 8 to 20 silbergroschen per week ($9\frac{1}{2}$*d.* to 2*s.*). Wages for weavers in the same districts 2 to 3 thalers per week in the early part, and 1 to 2 thalers in war time of 1866, *i.e.*, at best 6*s.* to 9*s.* sterling per week for 6 days of 12 hours. The wages of 1867 are neither better nor worse than those of the bad times in 1866.

Wages of dyers in the silk trade, Leipzig, 2*s.* sterling per lb. Wages of twist spinners (cotton) in Plauen (Highlands of Saxony): males, 2 thalers (6*s.*) per week; females, $1\frac{2}{5}$ to $1\frac{2}{3}$ thalers (4*s.* 2*d.* to 5*s*). Wages of machine embroiderers at Plauen 5 to 6 silbergroschen per day (6*d.* to $7\frac{1}{2}$*d.* sterling). Wages of hosiery weavers at Pausa and Mühltroff (district of Plauen) 2 to 5 thalers (6*s.* to 15*s.*) per week, not including the master's deduction (about one-third) for the loom, the sowing and folding.

Bookselling.—Leipzig is the centre, as is well known, of a large bookselling trade, producing on an average since 1851 from 8,000 to 10,000 works per annum. In 1867, a bad year, 9,855 works were published. The statistics of this trade show that books on philosophy are less in demand than they used to be, and school books are more so. Treatises on medicine, chemistry, and natural sciences are increasing, jurisprudence the same, less so theology. Languages are more and more in request, as are history, biography, and memoirs. Novels and light literature are comparatively neglected.

The Harvest.—The agricultural districts of Saxony suffered severely during the twelvemonth, in some places from damp, in others from drought. The weather generally was most unsettled. Autumn sown crops, chiefly rape, came up sparely and were in many instances ploughed in. Early sown rye came up thick, late sown rye grew thin. In May there were heavy frosts and snow on the ground after weeks of a mild and favourable temperature. Spring sowing was impeded first by wet, then by cold; and great difficulty was felt in planting potatoes. The summer was fair and seemed to restore the crops to some sort of health, but appearances here proved extremely deceptive. Wheat and rye turning out light in weight and short in yield. Of all crops, oats was the best, clover and grass were plentiful; but cabbage and beet were injured by a plague of caterpillers. Amongst the changes which may be noticed in the production of agricultural produce one is very remarkable. No crop has been for years more regularly grown in Germany than rape, but since the increase in the importation of petroleum, the value of rape has fallen and the quantity grown has decreased. Hence the yield of the rape crop in 1867 was 70 per cent. below that of previous average years. Wheat was within 10 per cent. of an average yield, rye 15 per cent. Oats alone are above the average. Such being the results of the harvest, prices maintained themselves at high rates during the whole year as may be seen from a glance at the following table.

Sorts.	April.			July.			Sept.			Dec.		
	£	*s.*	*d.*	£	*s.*	*d.*	£	*s.*	*d.*	£	*s.*	*d.*
Wheat per imperial quarter	2	19	5	3	5	3	3	5	3	3	10	$3\frac{3}{4}$
Rye	2	6	$1\frac{3}{4}$	2	14	4	2	12	2	2	13	$7\frac{1}{2}$
Barley	1	17	0	1	17	$8\frac{3}{4}$	1	18	$3\frac{1}{2}$	2	0	$7\frac{1}{2}$
Oats	0	19	$5\frac{3}{4}$	1	2	$10\frac{1}{4}$	1	6	$9\frac{3}{4}$	1	3	11
Rapeseed	3	5	3	3	1	4	3	2	4	3	1	$7\frac{1}{4}$
Potatoes	0	17	5	0	17	5	1	0	$3\frac{3}{4}$	0	14	5
Peas	2	4	$4\frac{1}{2}$	2	6	$4\frac{3}{4}$	2	7	$10\frac{1}{2}$	2	6	$4\frac{3}{4}$
Hay per ctr. ($110\frac{1}{4}$ lbs. avoirdupois) ..	0	3	6	0	4	0	0	4	0	0	3	9
Straw per shock (870 lbs. „) ..	0	16	0	0	16	0	0	16	$9\frac{1}{4}$	0	16	$9\frac{3}{4}$

Saxony is always an importing country as regards corn. This year it has imported more than usual, and not a little of the profit made by such railways as the Sax-Bohemian and Leipzig and Dresden is due to the enormous quantity of grain which they have carried this year, either for home consumption or in transit from the fertile fields of Hungary and Austria proper.

Population.—A census was taken in Saxony on the 3rd of December 1867. It shows that whereas the total population in 1864 amounted to 2,343,994, it now numbers 2,423,587 souls. In Leipzig proper (without the suburbs of Rendnitz and Gohlis, for which there are as yet no returns) there were 90,824 in 1867, as against 85,394 in 1864, of these 2,136 were Roman Catholics, 75 Greeks, 1,148 Jews. These numbers give but an approximate idea of the real daily population of the place. A large portion of the labouring classes, daily labourers, compositors, printers, binders, and the like living in suburban villages. It has been calculated by Dr. Peterman that, were these classes to be taken into consideration, the daily population of Leipzig might be put at 120,000.

Railways.—During the twelvemonth two small additions were made to the railway system. On January 14, Leipzig was connected with Borna, by a branch from Kieritsch on the Sax-Bavarian line (distance 4½ British miles) and the loop line between Leipzig and Dresden was further extended by the opening, on October 27, of the railway from Grimma to Leisnig (15 miles).

With the exception of the Dresden and Leipzig; Magdeburg, and Leipzig and Thuringian railways, the lines that run through Saxony, are administered by the State, or belong to the State. The following table gives the total receipts of these railways for two consecutive years.

State Railways.	Traffic Return, 1867.	Traffic Return, 1866.
Western lines (Leipzig-Hof, &c., &c.)	4,993,314	4,136,028
Sax-Bohemian lines	1,029,777	596,147
Sax-Silesian lines	1,401,859	933,231
Tharandt-Freiberg	144,969	131,531
Private Railways under State management.		
Borna-Kieritsch	9,550	..
Gossnitz-Gera	121,844	92,822
Lobau-Zittau	184,309	125,629
Zittau-Reichenberg	138,631	91,198
	7,984,252	5,706,586

It is apparent that the receipts were better in 1867 than in 1866 by 2¼ millions of thalers.

Judging of the prosperity of the private lines by the report of the Leipzig and Dresden railways we find that they also have greatly increased their traffic in 1867. The traffic returns of the Leipzig and Dresden company give a total receipt for 1867, of 2,769,363 thalers of which 1,823,052 was taken for the carriage of goods. In no previous year had this line netted so large a sum; at no previous period were the working expenses so low. The declared dividend is at the rate of 25 per cent. on the original capital invested (the 100 thaler shares now stand at 279¾, and thus yield almost 9 per cent. on the present purchase money).

Money Market.—The money market in Germany has been affected during the year by disturbing causes of an obvious kind. Industrial enterprise was checked by fears of a war between France and Germany. Manufacturers were tried in purse by an enormous fall in the price of raw cotton; and the great mass of the people was deprived of consuming power by the failure of the harvest. Under these circumstances it would have been difficult to expect anything but a low rate of discount for money, whether money were laid out on bills or deposited in banks.

At Leipzig the rate of discount nominally stood in spring at 5, in summer at $3\frac{1}{2}$, and in the winter at 4 per cent., but it is notorious that discount was to be had throughout the year at a much cheaper price, whilst deposits gave interest at 3, $2\frac{1}{2}$, and even 2 per cent.* The idle capital of the trading community was allowed to accumulate, because no one would invest in any undertaking in which there was not certainty of immediate realization in case of need. In other respects the tendency to a rise in the rate of interest has been evident. The large necessities of the German states arising out of the expenses of the late war could only be satisfied by loans issued at high rates and when private enterprise asked for capital, it also had to pay a heavy price. Thus it happened that the value of old state securities, yielding low interest, fell whilst new loans rose under the influence of a cheap price of emission. Banking in 1867 has felt the influence of this state of things. Establishments in which capital is heavily engaged in loan operations in competition with old houses of that class, such a Rothschild's, Erlanger's, and others have made money by taking part in the new issues of the year; as such I should name the Discount Company, and the Handelsgesellschaft at Berlin, whose dividend is stated to be about 8 per cent. Other banks chiefly discounting bills, and issuing notes, have done a smaller business than that of 1866, being no longer favoured by the high rate of discount of that exceptional year. Of these the most successful have been the Bank of Prussia with a dividend of $8\frac{1}{10}$ per cent., whilst the Bank of Saxony and the Bank of Brunswick give $6\frac{2}{5}$, the Bank of Gotha $5\frac{1}{4}$, the South German Bank 5, the Darmstadt Credit Bank $6\frac{1}{2}$, the Leipzig Mortgage Bank 3 per cent. Since the opening of the new year there are symptoms of greater animation in the German money market, and if we have a good harvest and a continuance of peace Saxony may yet expect an expansion of the trade and industry. If war broke out the mass of capital accumulated, and the vast quantity of the precious metals stored up in the various cities of the Continent, would cause the money market to stand the pressure better than in 1866.

The following Table shows the average rate of exchange on London in each month of the year.

Months.	At 7 days.	At 3 months
	Thlr. sgr.	Thlr. sgr.†
January	6 $23\frac{3}{8}$	6 $21\frac{1}{3}$
February	6 $24\frac{1}{8}$	6 $22\frac{1}{2}$
March	6 $24\frac{1}{4}$	6 23
April	6 $23\frac{1}{2}$	6 22
May	6 24	6 $22\frac{1}{3}$
June	6 $24\frac{7}{12}$	6 $23\frac{1}{12}$
July..	6 $24\frac{2}{3}$	6 $23\frac{1}{3}$
August	6 $24\frac{3}{4}$	6 $23\frac{2}{3}$
September	6 $25\frac{1}{3}$	6 24
October	6 $24\frac{3}{4}$	6 $23\frac{5}{8}$
November	6 $25\frac{1}{16}$	6 $23\frac{7}{8}$
December	6 $24\frac{4}{5}$	6 $23\frac{5}{8}$

† At par of exchange 1*l.*=6 thlr. 22 sgr.

Leipzig, April 14, 1868.

* The only Bank of Deposit at Leipzig is the Deutsche Allgemeine Credit Anstalt.

Report by Mr. Consul-General J. A. Crowe on the Leipzig Fair of Michaelmas 1867.

This fair began on the 23rd of September with a supply of 312,000 centners of goods, of which 11,000 centners were imported from abroad. It closed on the 19th of October. Any hopes which might have been entertained as to its success at starting were clouded by an event of uncommon import. At the opening of business in manufactured goods a heavy fall in quotations of raw cotton was reported, and in the course of a few days cottons, mixed linens, and mixed woollens at the fair lost from 15 to 20 per cent. of their value. Almost simultaneously with this cause of depression there appeared another: Russian buyers were startled by the first rumours of a probable change in the Tariff, and held back from further purchases. The only brisk customers were the Austrians—flush of means, in consequence of a good harvest. Two principle articles of trade were exceptionally favoured: these are, leather and hides.

Hides.—A short supply of about 10,000 centners.* Demand great, in consequence, and prices comparatively high, as follows:

		Thalers.				£	s.	d.		£	s.	d.
East Indian Kips ..	per centner	20	to	25	or	3	0	0	to	3	15	0
Buenos Ayres, dry ..	„	25	„	33	„	3	15	0	„	4	19	0
Australian	„	13	„	14½	„	1	19	0	„	2	3	6
German Ox Hides ..	„	25	„	27	„	3	15	0	„	4	1	0
Horse Hides	per half score	33	„	40	„	4	19	0	„	6	0	0
Calf Skins	per lb.	0·21	„	0·23	„	0	2	1	„	0	2	3½
Lacquered ditto ..	per 100 pieces	105	„	140	„	15	15	0	„	21	0	0
Goat Skins	„	60	„	90	„	9	0	0	„	13	10	0
Lamb Skins	.. per skin	0·10	„	0·15	„	0	1	0	„	0	1	6

A strong inquiry was apparent, chiefly for ox hides, horse hides, and calf skins.

Leather.—Supply 26,000 centners, prices high, and trade very brisk. The following are quotations:—

		Thalers.				£	s.	d.		£	s.	d.
Malmedy and S. Vith ..	per centner	41	to	46	or	6	3	0	to	6	18	0
Eschwege	„	36	„	47	„	5	8	0	„	7	1	0
Siegen	„	40	„	47	„	6	0	0	„	7	1	0
Prüm	„	42	„	44	„	6	6	0	„	6	12	0
Luxemburg	„	47	„	48	„	7	1	0	„	7	4	0
Treves	„	47	„	51	„	7	1	0	„	7	13	0
Bavarian Sole	„	42	„	46	„	6	6	0	„	6	18	0
Thuring Sole	„	44	to	47	or	6	12	0	to	7	1	0
Ordinary ditto	„	35	„	37	„	5	5	0	„	5	11	0
Cow ditto..	„	35	„	43	„	5	5	0	„	6	9	0
Brown and Black Harness		sgr.		sgr.								
Leather ..	per lb.	0 11	„	0 12	„	0	1	1	„	0	1	2½
Undressed Leather.. ..	„	0 13	„	0 16	„	0	1	3½	„	0	1	7¼
Black Calf	„	0 26	„	1 2	„	0	2	7¼	„	0	3	2¼
Brown ditto	„	1 0	„	1 7½	„	0	3	3	„	0	3	9
Horseshoe Leather ..	„	0 18	„	0 21	„	0	1	9¾	„	0	2	1

These prices are higher than those of Michaelmas 1866, and higher than those of the autumn fair at Frankfort-on-the-Main.

* 1 Centner = 110¼ lbs. avoirdupois.

Furs.—The fur trade at the fair was not of great buoyancy, prices having remained low in the export market, and the duties on import to the United States remaining high; yet a good business was done with Hungary, Gallicia, Poland, and Russia. American furs were cheap, and easily found buyers. Prussian furs were dear, and were, consequently, more neglected. The following are notices of the business done:—Bears, a large supply, at prices below those of last year: a good quantity bought by Poles and Gallicians. Musk, in large quantities at the fair, high in price, and very heavy. Beaver ditto (Blaumanner) in great demand at first for the Prussian Army and for Hungary, neglected later on account of high price. American pale foxes, low prices and good sale; red ditto, without inquiry. Chinchilla, all sold at high quotations. Iltis, a good business for Petersburg and Moscow. Minx ditto, for Paris, where it is in fashion. Lynx, unsold, the Greeks holding back. American otter and seals, low in price, and without demand. Racoons, no longer a favourite in Germany, being supplanted by the lighter musk; some taken at a reduction by Hungarians, Gallicians, Poles, and Prussians. White fox, wolf, glutton, in small demand and short supply. Sable, a few sold to London and Paris furriers; low prices, still too high for the retail trade. Of Prussian furs: grey squirrel (Siberian), 400,000 dark, 800,000 light and blue, disposed of at high rates; ditto 80,000 Persian lambs. A good business, too, as well as a large supply, in common lamb. Ukraine and Crimean, neglected. Squirrel tails, two millions sold, one million left on the market. White fox, ermine, and Kolinski, almost unsaleable. Grey Prussian hares, 1,500 bales of 500 at the fair, of which one-half changed hands at 7*l.* 10*s.* to 8*l.* 8*s.* per bale. Prussian sable in good demand for the Paris market, at 9*l.* to 10*l.* 10*s.* per skin. German hares, 19*l.* per bale. German foxes, stone martens, and tree martens in fair demand.

Woollens.—There were nearly 200,000 centners of woollens and mixed woollens at the fair, and the market being thus overstocked, a tendency to depression showed itself before the fall in cotton was declared. Wholesale buyers held back, and what little business offered was done in buckskins and pattern cloths, plain cloths being a drug on the market, and very low prices were tendered for woollen hosiery, the quantity of which was far above requirements, the retail buyers only taking small quantities, owing to the poverty of the middle and working classes, whose means are shortened by dearness of bread.

In Saxon stuffs, from Chemnitz, Glauchau, and Meerane, a brisk interchange was noticed, but this was owing to the necessity under which many houses were placed, of selling at any rate. In many cases no profit was obtained, in others loss was submitted to.

Cottons.—There were 32,000 centners of cotton goods at the fair, of which about 3,000 were foreign. For the holders of these goods the fall of cotton prices was ruinous, most of them being forced to accept the low prices created by the declining value of the raw material. Under these circumstances a large quantity of goods—chiefly calicoes and printers—were disposed of at a loss. Cotton hosiery, curtain, and haberdashery wares felt a similar depression, and felt it too with the more violence as the markets are overstocked in consequence of the bad state of the transatlantic demand.

Linen.—The supply exceeded 10,000 centners, but prices were affected by the fall in cotton, and buyers waited for a further fall.

Silks.—Of 2,000 centners at the fair, one quarter was foreign. There was no life in the trade, The same may be said of *half-silks*, of which there were 716 centners at the fair; yet more half-silks than silks changed hands.

Bristles.—In this small branch of trade great briskness was apparent, the quantity for sale being very short, and the price higher than usual. Wallachian were not to be had at any price, likewise Gallician. Shoemakers are said to have paid as much as 15*s.* a pound for bristles.

Leipzig, March 26, 1868.

SPAIN.

MALAGA.

Report of Mr. Consul William Penrose Mark on the Commerce and Productions of the Province of Granada for the Year 1866.

Malaga, like most other cities and seaports in Spain, has felt to a great degree the effects of the commercial panic, which has raged as well in the Peninsular as in other countries during the year 1866. Want of capital, want of confidence, scarcity of demand, disinclination to speculate, losses occasioned by the great failures in other countries, and bank rate of discount at 10 per cent; all these contingencies have contributed to check the increasing prosperity of this high producing district in fruits, wines, oil, and minerals.

Referring to my Report for the year 1863, transmitted on the 23rd April, 1864, an extensive account was therein given of the establishments and sources of production of this Consular district, comprising the Vice-Consulates of Adra, Almeria, Garrucha, and Motril. Little variation has taken place since that period; the railway has been completed between this city and Cordova, all the advantages of which undertaking have not yet been reaped, owing to the branch line to Granada not having been finished. Oil from Cordova, wine from Montilla, oranges from Alora, and lead from Linares, have been brought down in considerable quantities, and at cheap rates, and a great deal of the trade with the interior, which I commented on in 1863 as having passed into other channels, is rapidly returning to its original source. Agriculture has received a great spur, arising from increased security in the interior. Rents and taxes having become greatly augmented, the value of property enhanced, and large quantities of land having been appropriated to the growth of sugar-cane, wherever irrigation can be obtained.

The trade in general, and the exports in particular, of the port of Malaga in 1866, as compared with the years 1863, 1864, and 1865, shows a steady increase in most agricultural productions, affected in a contrary sense in the case of some articles by the vine disease, scarcity of harvest, or other local contingencies. Throughout the Vice-Consulates, the trade, not having been affected by railway traffic, has remained in general much the same as detailed in my previous report. There has, however, been an increase at Almeria and Garrucha in the shipment of Esparto grass for England, so fully commented on in my lengthy report to the Foreign Office (dated August 24, 1865, No. 25), dedicated exclusively to the growth, cultivation, uses, and extent of exportation of the grass in question. This increase thoroughly bears out my predictions as to further demand and augmentation of freight for British shipping in the southern ports of the Peninsula.

I annex a return of the export of lead, silver, and zinc for the year 1867 at the port of Adra.

So little change has taken place in the minute details of the navigation, lighthouses, public works, agriculture, &c., since my ample report of 1864 (No. 17, April 23, 1864), that I consider it fruitless to recapitulate in extenso.

Much interest having been awakened in the interior of this district by the extraordinary development of mining and smelting operations, I purpose dilating more especially on the mineral districts, which will be opened by the completion of the great lines of railway emanating from the coast, as demonstrative of the extraordinary natural resources of Spain,

Report on the Mineral Districts of Andalusia, which will be laid open by the completion of the Great Lines of Railway.

The completion of two important lines of railway in the south of Spain will doubtless effect great commercial and industrial changes in Andalusia, and more especially in that part of it which has for its capitals Malaga, Granada, Cordova, and Jaen. This tract of country is rich in agricultural produce, comprehending the beautiful and extensive "Vega" of Granada, and the rich plains, which border on the river Guadalquivir. It is, also, well known in some parts to be rich in mineral productions, at present imperfectly worked, and with the hitherto enormous, in fact, almost prohibitive drawback of a cost of transport to the coast, which may vary from 2*l.* 10*s.* to more than 4*l.* per ton.

The railways to which I allude are, the great line from Madrid to Seville and Cadiz, and that from Malaga to Cordova and Granada, which unites with the former at Cordova.

A glance at the map will be sufficient to show the local importance of these two railways, the one entirely traversing Andalusia from south-west to north-east, and then opening a communication between its most fertile districts and the Atlantic at Cadiz, the other intersecting it almost centrally from north to south, and opening a communication with the Mediterranean at Malaga, the district traversed by its two branches being the very heart of Andalusia.

The agricultural production for which cheap railway transport to the coast will soon be provided, are various, as corn, grain of various kinds, olive oil, wines, raw silk, &c.; but of these it is not my intention to speak, as my attention has been directed principally to the mineral productions, and which are, generally speaking, less able to bear a high cost of carriage than most kinds of agricultural produce.

1st. These mineral productions are, in the Sierra-Morena range, N. of the Guadalquivir at Belmez and Espiel, coal, iron, and copper at Linares, Carolina, &c.; chiefly lead, but with deposits of copper, in various places, hitherto little worked, and thus almost unknown at present, although evidently worked by the ancients.

2nd. In the Sierra Nevada range, intermediate between the rivers Guadalquivir and the Mediterranean coast, and nearly parallel to both. There are here many veins of copper, mostly argentiferous, but very little worked, and thus but little known as regards their real value, although in some places there are ancient mining works, and recent companies have been formed for working them.

3rd. In what may conveniently be termed the coast range, as these mountains border on the Mediterranean, under various local names, and generally not more than two or three leagues distant from the sea. This range is immensely productive of lead ore, particularly in the Sierra de Lanjar, and in the Sierra de Gador, and it also contains a vast quantity of zinc ore, which has only within the last four years attracted the attention it deserves, or had mines opened upon it. The mines in this latter range will, however, receive little or no benefits from the railways before mentioned, being too far distant from there to the eastward; while being so near the sea, the cost of land carriage, though high, can better be borne by the mineral.

I have mentioned three mountain ranges all nearly parallel to the Mediterranean, or running nearly east and west, and all more or less rich in mineral productions, especially coal, iron, and lead, with deposits of copper, little known or developed; and shall now proceed to state some interesting facts respecting them. It will be understood, of course, that these mineral deposits are isolated and local, there being extensive tracts

in these ranges, where minereal ores are unknown, and very probably may not exist.

1. Sierra Morena.

This range, one of the most extensive in the Spanish Peninsula, commences near the frontier of Portugal in the Province of Huelva, and stretches eastward nearly across the country to the Province of Alicante, dividing the valley of the Guadalquivir from that of the Guadiana. The western portion is remarkable for containing vast deposits of copper intermixed with iron pyrites, and which have been worked from the remotest times in the celebrated mine of Rio Tinto.

Other extensive pyritous deposits of the same nature, and also worked by the ancients, have within the last few years been re-opened and found productive : thus furnishing a large exportation from the port of Huelva. The Sierra Morena is here chiefly composed of Schistose rocks.

But that part of the Sierra Morena now under consideration, or in the provinces of Jaen and Cordova, is chiefly composed of decomposed granites, fringed in places with schist or slaty rocks, and here the mineral productions are different, lead ore being the chief product; while copper appears mostly in small veins, and in the form of carbonates.

Coal and Iron.—In all probability, and in the process of time, coal and iron will be the most important mineral products of the Sierra Morena. The coal field of Espiel and Belmez, about 10 leagues north of Cordova, producing both these minerals in abundance, and at the very surface of the ground.

The field is about 25 miles in length, but not more than $1\frac{1}{2}$ to 2 miles in breadth, and presents numerous beds of coal and clay. Ironstone in parallel bands interstratified with shales, sandstones, and conglomerates much the same as in our English coal fields.

What is very remarkable, however, is, that from the vicinity of eruptive rocks all these beds are thrown up on an edge, and are thus nearly vertical, the carboniferous limestone cropping out from beneath the coal, as in England, especially in Staffordshire, to which coal field, both in the thickness and quality of the coal and in its geological features, the present affords a considerable degree of analogy.

The two principal beds of coals are each about 15 to 18 feet in thickness; but there are many others 5 or 6 feet thick. In one of these mines several years ago I saw the remarkable sight of a bed of coal which measured about 100 feet in thickness, with no further interruption than several partings of shale of comparatively small extent. At this place I think there can be no doubt that several beds of coal happened to come together, and something may have been owing also to their inclined position; still the fact is remarkable, and shows the liberality with which nature has endowed this spot with this most valuable combustible.

What the quality of the Belmez coal may be in depth, it is perhaps premature to judge; but in the earlier and shallow workings, the coal, though of pretty good quality, burned to a white ash, and was not well adapted for coking.

According to my own experience it might be raised at about 3*s.* per ton, and therefore sold with good profit at 4*s.* or 4*s.* 6*d.*; but as there was no demand, and no adequate consumption at the time, the coal when raised was valueless, and the mines were not continued.

There are, however, many beds of coal, some more bituminous than others, thus producing many varieties of coal, though the coke is generally of a soft quality. There are also veins of copper ore, and deposits of rich oxides of iron in the same vicinity, and but a league distant from the coal.

The coalfields of Espiel and Belmez, thus highly favoured by nature, in some respects, have, however, their disadvantages in others. This coal district is situated in the very heart of the Sierra Morena, which here, as generally, is composed of an innumerable assemblage of hills, not very lofty, but exceedingly steep and abrupt, and through which the only level passage is afforded by the little river Guadiate, which runs through the coal field and falls into the Guadalquivir about six leagues below Cordova. But the windings of this mountain stream through such a wild country are interminable, and can only be shortened by innumerables, cuttings, and costly works. The length of the tramway now in progress to Cordova, or rather to Almodovar, where the Guadiate falls into the Guadalquivir, will, therefore, be 12 leagues. It traverses a very irregular and broken country, and though commenced several years ago the progress has been slow. In fact, the works are often stopped altogether for a time.

Some of the Belmez coal is taken to Cordova and sold there at 10 or 11 reals per quintal (3*l.* 6*s.* to 3*l.* 10*s.* per ton), and, though of pretty good quality, is actually dearer than English coal can be delivered there, thus having a very limited consumption.

Whenever this coal field may be effectually worked (and many years yet may elapse), another disadvantage of some magnitude may be foreseen, arising from the vertical position of the beds of coal. That is, each yard sunk in the shafts will lay open but one yard of vertical coals for working, instead of very many yards of nearly horizontal coal, as in most of our English coal fields. The mines will, therefore, increase very rapidly in depth, and whatever company has most enterprize and sinks fastest, will have to drain, by powerful steam engines, all the water of the coal field, which, especially in winter time, will be very considerable.

Hence a perpetual jar may be expected to arise between the few coal owners of enterprise and the many who would only seek to benefit by the outlay and sacrifices of their neighbours.

From the exceedingly narrow and selfish views which so generally prevail in this country this discordance is not unlikely seriously to interrupt all real progress in the rich and valuable mineral district, as soon as the mines attain any considerable depth.

It will thus be seen that the difficulties which impede the development of the important coal and iron district of Espiel and Belmez are for this country very considerable, and in the ordinary course of things may long delay its progress.

But it is probable that the enormous impetus given by railway communication may, in a few years, entirely change the present state of things, and give rise to a vast production both of coal and iron in this district, which was evidently intended by nature to become the focus and centre of great industrial enterprises, and to extend its influence far beyond any narrow and local boundaries.

Whenever this be the case new supplies of coal and iron will reach Seville and Cadiz on one side, and Malaga and the Mediterranean on the other; thus causing considerable changes in the commerce of those places as it now exists. Whether English coal will continue to be imported is doubtful.

There is, however, also another coalfield in the Sierra Morena, or rather on its expiring slopes, in the valley of the Guadalquiver, which railway communication may (in time) render of some importance.

The coalfield of Villa Nueva, seven leagues east of Seville, has doubtless been much neglected, having two great disadvantages to contend with, that is, the known outcrop of the coal is of but small extent, while the mines, from their low situation and the vicinity of the little river Huesna, which flows across them, being inundated by a very con-

siderable influx of water, thus requiring powerful steam machinery for their drainage. From the geological structure of the adjacent country it is, however, very probable, almost certain, that this coalfield may extend far beyond its present known limits, and may, therefore, from its favourable locality, so near Seville, and close to the great line of railway to Madrid and the interior, attain some considerable importance. In that case coal could be more cheaply supplied from thence to Seville, Cadiz, and the adjoining coast, than from the district of Espiel and Belmez, and the whole export of this latter coalfield might possibly pass southward, and find outlet at Malaga and for all the Mediterranean coast.

The Pedroso Ironworks are very badly situated in the wilds of the Sierra Morena, about three leagues north of Villa Nueva, and 10 leagues north-east of Seville, their only advantage being the vicinity of large deposits of rich iron ore.

It is uncertain how far the Pedroso iron may be able to sustain competition with the far better situated ironworks of Belmez, but the probabilities are certainly in favour of the latter, unless, indeed, the Villa Nueva coalfield becomes better developed, and the iron-works be connected with the mines by a line of tramroad crossing the mountains, and constructed on purpose.

There seems, therefore, a probability that the coal and iron export of Belmez may, as regards Cadiz, be more or less impeded by the competition of the Villa Nueva coal, and, perhaps, of the Pedroso ironworks; but, as regards Malaga, no possible competition exists.

It is towards that port, therefore, that the great bulk of the exports both of coal and iron will flow, thus producing very important changes in the commerce of the places.

I have thus sketched the resources of coal and iron possessed by Andalusia as these two principal elements of industrial progress, though bountifully bestowed by Nature, have hitherto remained almost dormant and undeveloped.

Under the powerful impulse of cheap railway communication, this dormant state cannot for any length of time continue, and the changes consequent on this development may be expected, from the reasons before stated, more especially to affect the commerce of Malaga and the Mediterranean coast.

I now proceed to consider the rich deposits of lead, in places argentiferous, and the more scanty and at present ill-developed deposits of copper found in the eastern part of the Sierra Morena District.

Lead Mines.—Next in importance to the mines of lead ore which are so extensively worked in the eastern part of that range, and especially near Linares, which, in spite of the drawback of their inland position, and consequent heavy expenses of land carriage, have risen to great importance and celebrity since freed from the old Government monopoly, and thus thrown open to individual enterprise. In fact, under the old system of considering the mines as Government property, and working them at the expense of the State, it is well known that, notwithstanding the natural mineral wealth of Spain, mining industry was paralyzed, and the few mines then worked proved generally a losing business to the State.

The celebrated mining district of Linares commences a little north of the town, and extends over a space of several square miles in the lower part of the Sierra Morena range, the principal rock being granite, covered in places by schistose rocks and argillaceous and secondary strata.

This district is traversed by a number of large veins and cross courses, some of the former being known to extend for three or four miles in length, and presenting the usual irregularities of breadth and produc-

tiveness, though the principal of them have long furnished immense quantities of lead ore.

Of this mineral district, however, I have little knowledge, never having had an opportunity of visiting it with detention.

The most important of the mines, the Pozo Ancho, was taken about 14 or 15 years ago by an English Company, which has made a bold and very considerable outlay upon it, not only for steam machinery, and in putting the mine into an effective state of working, but in dressing floors with all their requisite machinery, smelting works, residences for the men, &c.

The produce of the mine has, however, been so large and so constant under this improved system of boldly introducing the most perfect modern arrangements, in place of the miserable Spanish procedure, that, notwithstanding the enormous expense of about 4*l.* per ton for land carriage, it is well known that the mines have given a very handsome profit to the company, and will continue to do so, while lead commands the remunerating price which it has maintained for many years past.

Attracted by the brilliant success of the Pozo Ancho mines, which, after being drained and brought into a proper working state, soon presented magnificent discoveries of lead ore, many other mines in the district were taken and set to work, a few years afterwards, by new English, French, and Spanish companies. The Linares mineral district has thus become one of the most important in the Spanish Peninsula, and decidedly the only one in which mining is carried on with the application of other modern improvements; however, it has been necessary to plant there what may almost be termed a Foreign Mining Colony, principally of English directors and workmen in the various branches.

On account of the great expense of land carriage in this inland situation, great attention has necessarily been given to what is technically termed the "dressing" of the ores, the establishment for that purpose being one of the most perfect in Europe.

In the face of so advantageous a result in the Pozo Ancho mines, the Spanish Government determined, about five years ago, to sell the extensive "Arrayanes" mines also, in the same district, and which, under the management of the State, although they had produced immense quantities of lead ore, had generally proved a losing concern.

The mines at the time were in a ruinous state, and full of water, so that the capital required to put the works in order, and bring them once more into a productive state, must have been very large.

Carolina Mines.—Two or three leagues north from Bailen and Carolina are a group of lead mines, the ores of which are argentiferous, and which have been very inefficiently worked by a Spanish company of Andujar, though producing enough ore to keep one furnace in activity, and stated to yield $2\frac{1}{2}$ ounces of silver per quintal of ore.

Two of these mines are argentiferous galena, of 50 ounces per ton, the other is described as being worked in a small vein, but the ore of which yields four ounces of silver per quintal, or 88 ounces per ton.

They are not in active working, the operations being little more than nominal every two or three months, and merely to preserve the rights. The small smelting works belonging to the company are situated close to Carolina, and this concern, if it be as represented, is deserving of attention.

The nature of the lead and silver ores in this district of the Sierra Morena is greatly influenced by the nature of the rock which the veins traverse. Thus the Linares mines are chiefly in granite, and in this rock the lead ore is poor in silver, but rich in lead. Thus the produce of the ores is 70 per cent., or more, of lead, but the silver contained does not exceed 8 or 9 ounces per ton.

But in the Carolina district, in which the last-named group and numerous other lead mines are situated, the veins traverse clay, slate, and other schistose rocks, and the ores are considerably deteriorated as regards lead, being mixed with iron and arsenical pyrites, and thus giving a less percentage of lead. But, on the other hand, they are much richer in silver, and are stated at generally from 26 to 34 ounces per ton of the precious metal, while some are much richer.

The produce of lead of the Carolina ores is stated at about 55 per cent., and they, of course, require a very careful process of dressing, and all the lead produce goes to the desilverising works.

The mines in the Carolina district are numerous, but they are all in the hands of local Spanish companies, established on a very small scale, and with inadequate capital, the result being that they are badly and inefficiently worked, and their produce very inferior to what it might be under a better system.

Still the quantity of lead produced is sufficient to support several smelting and desilverising works, the fuel used being partly coal and partly brushwood from the Sierra, which is covered with low jungle, though it is very deficient in trees.

From the comparative neglect and abandonment which prevails in the Carolina mines, it would seem not improbable that openings for capital may exist in this district, which could not now be found in Linares, that being already occupied by foreign capitalists, and having absorbed capital on a very large scale.

The Carolina Mines are not so extensive as those of Linares, and it might possibly be found advantageous to group, or "consolidate" several small adjacent mines together on one general system of drainage and working, and under one really good and effective management; with such further application of capital as would effect the works necessary for this bolder system of working, works which small local companies have neither funds or energy to undertake.

From all that I could learn, therefore, the Carolina mines appear to be deserving of some attention, but to decide on their actual value and prospects would require a much more extended and minute investigation of all the facts concerning them.

There is also a group of lead mines in the Sierra Morena, near Montoro, which was only set to work a few years ago, but the veins are smaller and far less productive than those of Linares. The ores, too, are intermixed with quartz, and thus require crushing and a good deal of preparation for the furnace. These ores are so infusible, that the Spaniards are unable to treat them successfully in smelting, and they have the greatest difficulty, whatever may be the cause in obtaining the produce of lead. The mines in this new mineral district have, therefore, made but little progress.

The extensive mountain tract found by the Sierra Morena, in the province of Cordova and Jaen, contains numerous small and undeveloped mines, which are only locally known, and which, either from the ore not being abundant, or from being badly worked, have attracted little attention. When a more easy communication with this wild and inland district shall be afforded by railways, and these mines become better known, it is possible that discoveries may be made in some of them, but these little known localities have always certain disadvantages of situation, nor do they inspire that confidence which is felt in real and tried mineral districts like those previously noticed.

Copper Mines.—The eastern part of the Sierra Morena, especially north of Cordova, presents many indications of copper veins, most of which have been worked near the surface in ancient times, as is evident

from the shafts, excavations, and rubbish heaps which still exist, and from which it may be seen that it was chiefly the carbonate of copper, though with a little sulphuret, that was found there. Several years ago, when the great discoveries of silver ores in the Sierra Almagrera had aroused the spirit of mining in Andalusia, and, indeed, throughout the Spanish Peninsula, these ancient copper mines of the Sierra Morena attracted a good deal of attention, and many small companies were formed to re-work them. Considering, indeed, the immense pyritous deposits sparingly, but yet profitably, interspersed with sulphuret of copper, which occur in the western part of the range at Rio Tinto and other places, it was natural enough to conclude that copper ore might be found in some abundance in the eastern part also.

I have made particular enquiries as to the result of these resuscitated copper mines, and found that, without exception, they had proved failures, although the most exaggerated expectations had been formed respecting them.

The works have proved that the copper ores, chiefly carbonates, in which the ancients had worked in former times, do not extend for any great depth, and that below a certain point the veins contain merely quartz, or that, at any rate, the copper ore appears to cease. In some cases, however, it was observed that on the disappearance of the copper, indications of lead were met with, as if the vein was about to make a change from copper above, to the lead at a great depth ; but, as deep and effectual trials have never been made, the real fact has not been ascertained.

There is one remarkable fact, however, which seems to support the first and most favourable supposition, and that is, that in the decided lead district of Linares many of the veins have produced copper ores at as shallow depth, accompanying the terrugineous and gossany matters which form the "backs" of the lodes.

In one instance, indeed, these copper ores were met with in such abundance in the vein called "La Cruz," that a mine was opened upon them, being for many years productive of copper, and worked with profit.

Among the many copper mines which have been opened of late years in the eastern part of the Sierra Morena, that which has attracted most attention was the mine called "La Carmen," about five leagues from Andujar, in a wild spot, and with no village near it, as very generally happens in this Sierra.

The appearances of the "Carmen" were certainly not unpromising, and if this mine had been properly worked, it would in all probability have decided the great question whether or not copper ores extend in depth in the eastern part of the Sierra Morena, or whether their occurrence should be regarded as merely accidental and superficial.

The rock, or "country," in which the mine is situated, is granite, and the vein or lode presents a prominent "back," or "creston," on the surface for a distance of about half a mile, which is the extent of the three "pertenencias" of the mines.

The ore existing almost at the surface had attracted the attention of by-gone generations, as attested by ancient shallow works.

The vein, or lode, of the Carmen varies from $1\frac{1}{2}$ to 2 feet in width, it runs N.E. and S.W., and carries a "gossan," spotted with ore, at the very surface, the ore being carbonate of very good quality, and producing 27 to 34 per cent. of copper, the average being about 24. On this vein mining works have been opened at two different points, some distance apart, and these have proceeded to the depth of about 45 yards, the principal bunch of ore appearing to be about 40 yards in length.

At this depth water was met with but in small quantity, as it can be drawn in "botas," or skins, working 12 hours in the day. The ore was a dark malachite, of good quality, and the best class of the "Carmen" ore had been sold for $10 per quintal, or about 45*l.* per ton. The total produce of the mine had been 3,000 quintals, or 135 tons of copper ore, which had been sent to England to be smelted. It is to be presumed, however, this was the produce while worked by the company, for the mine has for some years past been in the hands of a person who rents it from the company.

The extraordinary conditions of this contract, which stipulates that one-half the produce of the mine is to belong to the company, while all the cost is to be borne by the contractor, have produced, however, exactly the results which might have been anticipated from such a bargain. As the only means of escape, the contractor has extracted all the ores of any value which could be met with, or, as the miners say, "picked the mine's eyes out," and then declined proceeding with the works, so that the mine is now full of water in the lower excavations, and in a half abandoned state.

It is much to be regretted that the "Carmen" mine has not been fairly and properly worked, as it would in all probability have set to rest the important query previously stated, of whether copper ores in this district hold down in depth or not.

As regards the richness and value of the ores produced there can be no doubt; but as regards their actual quantity and abundance, whether they continue, like lead ores, to a considerable depth, and can, therefore, be profitably worked on a large scale, no information whatever has been afforded by this, one of the most remarkable and promising of all the copper mines opened in this district.

On reviewing all the foregoing facts, I think the natural conclusion is that there is little promise for copper ores or for copper mining in the eastern part of the Sierra Morena; although, as regards iron, coal, lead, and argentiferous minerals, it is undoubtedly a highly favoured district; and in the two latter classes it is very probable that discoveries of importance may yet be made.

As before remarked, the lead district of Linares, in which several foreign companies are established, and in which a large amount of capital has been expended, is, in all probability, fully taken up and occupied; but the Carolina lead and silver district is differently situated.

These mines having only been worked by the Spaniards, and having been very badly managed, several of them are now stopped, and in a dilapidated condition.

Whatever opening, therefore, may exist for the investment of capital on the completion of the railways traversing Andalusia, may probably be looked for in this district.

Sierra Nevada Range.

The magnificent mountain range of the Sierra Nevada, whose snowy peaks tower above Granada, and almost rival the Alps in elevation, is very simple in its geological structure. It consists of a vast mass of Mica slate, with a few thin beds of white crystalline limestone, graduating, in the lower part of the series, into gneiss, and being overlaid by dolomites, sandstones, and conglomerates, on which repose the tertiary strata of the "vega" of Granada.

This range has a great extension under various local names, as eastward the Sierra de Baza, Sierra de Oria, and other ranges passing through the province of Murcia, and terminating in the Sierra de Cartagena and

Cabo de Palos westward, the Sierra de Loja, the Serrania de Ronda, and the minor ranges which extend to the Straits of Gibraltar may be regarded as merely an extension of the Sierra Nevada.

The Sierra Nevada itself commences near Padul, 3 leagues S.W. of Granada, running nearly east and west about 60 miles to Tinana, its highest peaks being south and S.E. of Granada, and 6 to 10 leagues distant.

In this direction the mountain is deeply intersected by the valley of the river Genil and its tributary; "Barrancos," "Guarnon," "Val de Infierno," and "San Juan." The lofty peaks of the "Veleta" and Muley Hassan, with others eastward, rise to an elevation of 10,000 to 12,000 ft. above the sea; the range having, to the south, the deep mountain valley of the Alpujarras, while on the north is a high table-land, known as the "Marquesado." This extensive and elevated plain is extremely well cultivated, and very productive of wheat and barley.

The Sierra Nevada, unlike the Sierra Morena in every respect, is really a copper district—that is, it contains numerous well-defined lodes of yellow copper ore, generally with a matrix of spathose iron, marked at the surface by a bold ferruginous "back," of the nature of the well-known Cornish "gossan."

These copper lodes traverse the mica slate for considerable distances, and all appear to be more or less argentiferous; but none of them have been properly and efficiently worked so as to ascertain in what abundance the ore exists, and what is the consequent value of the mines opened upon them. Indeed, when I first visited the district all the mines were in a state of complete abandonment.

Within the last ten years, however, several Spanish companies have been formed for working these mines, but without any decided result; and though mismanagement may have contributed, there are certainly many local difficulties to be encountered.

1st. The climate is cold and severe, and the mines, from their lofty situation, can only be worked for 7 or 8 months in the year.

2nd. A good cart-road from the vicinity of the mines to Granada is indispensable to success; and though such a road was made by these companies, at a cost of 4,000*l.* or 5,000*l.*, it was, like most Spanish roads, so ill-made and so ill-adapted to the floods of this locality that it soon became useless.

3rd. The ores cannot be smelted on the spot, for want of fuel, the only combustible near the mines being the low jungle which covers all the steep and elevated slopes of the mountain.

The dressing and smelting of copper ores are very little understood in Spain, all attempts at that branch of metallurgy having hitherto proved failures—in fact, the whole art of cleaning and preparing copper ores for the furnace, and thus rendering even the poorest ores available, is unknown. From all this will be seen the difficulty of realizing the value of the Sierra Nevada ores, which can hardly be done on the spot; while the cost of carriage to the coast at Motril is no less than 12 reals per quintal, or 2*l.* 15*s.* per ton, a cost which presents a great obstacle to their being shipped for foreign smelting works, which I apprehend must eventually be done, whenever the mines are actively worked again and the railroads be completed.

From all these causes it happens that the mines of the Sierra Nevada, after several years' work and an outlay upon them which, for Spain, has been very considerable, are now completely paralyzed, the work done there at present being little more than nominal, and merely intended to preserve the rights of the few companies which still exist, for the numerous mines commenced by small local companies have long since been given up and abandoned.

Propositions have been made by some foreign house for the purchase of the copper ores of these mines, but it was not intended to do any further real work in them till the railway had opened a cheap communication with the coast, and thus remove the present difficulty of transport and the enormous cost attending it.

Whenever the Andalusian lines of railway be completed, therefore, we may expect to see the Sierra Nevada copper district again placed in activity, and with better prospects of success for the mines, or such of them as may be really well worked.

It will then be seen whether the numerous lodes (stated to be 20 in number) of the Sierra Nevada are as productive of copper ore in depth as might be inferred from their size, external appearance, and orey indications on the surface.

Such being the general facts of this mineral district, I now proceed to describe the mines and ores more in detail.

It is in the upper part of the valley of the Genil that this group of copper mines is situated. Near Granada this valley is extremely verdant and picturesque, interspersed with villages and "cortijos," and affording a charming ride for about three leagues to Guejar Sierra, a pleasant village overhung by a high limestone rock, and the last in the valley. Beyond Guejar, the little river Genil becomes a mountain stream, at times a torrent, and the deep "Barrancos" of the Sierra are soon after entered.

These Barrancos—"Guarnon," "San Juan," "Val de Infierno," and others, are stupendous chasms, which furrow, or rather cleave, the lofty and precipitous sides of the mountain, the confluence of their streams, fed by the snow above, forming the river Genil. It is in these Barrancos, particularly the Barranco "Guarnon," and in the slopes immediately below the "Picacho de la Veleta," that the copper lodes of the Sierra Nevada are principally situated. Being in many places intersected by the Barrancos, their situation is eminently favourable for driving "dry levels" in the mountain's side, while from the precipitous nature of the slopes, these levels may soon attain a perpendicular depth of some hundred yards.

The general direction of the lodes is about S.E. to N.W., or approaching some degrees nearer to a north and south line, say 35° N.W. and S.E. Their size varies generally from about 2 feet to 6 or 7 feet in width. The mass of these veins, or "lodes" (for they are exceedingly similar to the well-known type of "lodes" in Cornwall), is composed of spathose iron and iron pyrites, and in this veinstone are contained copper ores, silver ores, and ores of lead, the usual copper ores being the yellow sulphuret and the blue and green carbonates. The silver is found not only combined with iron pyrites, and sometimes with lead, but, also, as a real silver ore, or antimonial silver.

The course of these great lodes is well marked on the surface, sometimes forming depression, but much more frequently projecting walls or ridges of ferruginous matter, spotted with copper ore. They generally intersect the strata, but are sometimes parallel with them. The "walls" underground are well-defined, and often carry a "fluecan," or clayey parting between the veinstone and the "country," and it is in this "fluecan" that the silver ores very generally occur; but also in the cavities of the lodes. Thirteen years have elapsed since I first visited the mineral district of the Sierra Nevada, and I was certainly much struck on that occasion by its remarkable appearance and the grandeur of its scenery. Rarely, indeed, does nature display her mineral storehouses (for lodes may be considered as such) so prominently on the surface, or on so grand a scale as is here exhibited.

Great as are the anomalies which are presented at the points of inter-

section of mineral veins, there is one great principle that may generally be recognised; that these points are most favourable for the accumulations of large masses and deposits of ore.

If, in accordance with the prevailing opinions on the subject, we conceive the present existence and accumulation of the metallic ores in mineral veins to have been caused by mineral solutions pervading original open fissures in rocks, and affected by the influence of electro-magnetic currents passing through them, the practical influence of cross-veins will at once be explained and made evident, as they must have been the means of localising the most abundant depositions of mineral matter when thrown down or precipitated from the solutions.

For the cross-veins, generally accompanied as they are by a "flue-can," or veins of fine argillaceous matter, and often consisting entirely of such matter, will have formed a series of impermeable barriers across the lodes, confining the mineral solutions within certain given areas, and effecting sudden changes in the electro-magnetic conditions both of the vein and of the rock adjoining. Such interruptions to the continuity of the currents would naturally have tended to produce more copious depositions or accumulations of mineral matter at and near the points of intersection, where the electro-chemical action on the minerals in solutions would be more intense and permanent, precisely the phenomenon which such intersections most commonly present.

Consequently it is to be inferred that in a district like the present, where cross-courses do not seem to exist, that there would be a more general and equable diffusion of the metallic ores in the veins or lodes, and, therefore, a comparative absence of what are called "bunches" of ore, or rich points of concentration.

Present state of the Mines.—It will be seen from the description of the lodes of the Sierra Nevada, that they are continually argentiferous, and certainly some of the silver ores are of an extraordinary degree of richness. Most exaggerated hopes were thus excited of making a speedy fortune by easy means, by mining in the Sierra Nevada, and numerous setts were taken up on all the various lodes by eager speculators, who seem entirely to have overlooked the many local difficulties to be encountered, and who possessed neither knowledge or funds to carry out the difficult business they entered upon.

Of these abortive and ill-judged undertakings, only five of the strongest exist, and they are doing little more than nominal work to preserve their right till the progress of the railway shall have removed at least one of the present drawbacks of the district.

The five mining companies which still retain vitality, are "The Esploradora," which is working by a deep adit level, first intersecting the lode, and afterwards carried upon it, which is, indeed, the usual mode of proceeding here, the "Feliz Pensamiento," the "Gran Bacores," the "Compañia General de Minas," and the "Selecta."

The present state of the few mines worked, according to the information I have been able to obtain, is the following:—

Esploradora.—The mine has several lodes, upon which, as upon others, are considerable ancient works, and heaps of slags, which show that the ores were once smelted on the spot. The copper ore is stated to produce 20 per cent., and some of the ores, after calcination, as much as 30 per cent. But little ore has been raised, for although a long cross-cut was driven to intersect the lode, and the level was afterwards extended some distance upon it, the mine contains but few workings.

Gran Bacores.—In this mine there is an immense "back," or "creston," with large open cuttings upon it. The ores are copper pyrites and red copper. Furnaces have been erected, and the ores cal-

cined and brought to a regulus of which, I am informed, they have nearly 10,000 quintals in store, which it is intended to cart to the coast of Motril, and to embark to some foreign port to be smelted.

These two mines seem the most advanced, and of the state of the others I have no precise information.

In this district a large expenditure of capital will be needed before mines, properly so called, can be said to exist, and it is further very evident, whatever be the outlay, that mining can never prosper until the dressing and concentration of the ores is well understood and systematically put in practice, with all the needful apparatus and machinery. It is also, I think, equally evident that whenever this be done it will be by foreigners, for, as I have already observed, the dressing, cleaning, and concentration of the ores of any kind, especially copper, is an art quite unknown to the Spaniards, who flatter themselves with the idea that the ores raised must be saleable exactly as they come from the mine, and without further trouble or expense.

An impression so general and so erroneous may be traced to the fact that all the early mining experience of the Spaniards has been confined to certain mineral districts which have given enormous profit, and in which the ores have been sold to the smelters direct as they came from the mines, and with no cleaning or preparation. I allude to the Sierra de Gador and the Sierra Almagrera. In the former, the lead ore is so pure, so free from pyrites or veinstones, that no dressing, properly speaking, is necessary. In the latter, the silver ores are of such a nature that the richest do not require cleaning, while the poorer ores will not bear it.

By a singular coincidence, nearly the same thing has happened in the more recent mineral districts of Cartagena. The ores here are chiefly carbonate and sulphurates of lead, found near the surface, and intermixed with calcareous detritus. These ores are very poor, but cost next to nothing, being worked by open cutting, and the compound is so extremely fusible, that the smelters pass it through the furnace with little or no previous preparation. The lead produce is of course inferior ("Agrio or hard"), but as it contains about $1\frac{1}{2}$ ounces of silver per quintal, it is all desilverized either on the spot or in England, and the quality of the lead is thus rendered softer and better. In fact, the lead ores of Cartagena are so exceedingly poor, that were they not argentiferous, it would be impossible to work them

Misled by these false analogies, which on the Sierra Nevada ores of copper have no application whatever, it has been expected by many of the petty local companies that the ores would be saleable almost as they were extracted from the mines, and with little or no further expense.

But most assuredly, whenever the copper mines of the Sierra Nevada shall be efficiently worked, it will be found indispensable to form in each mine a proper establishment for the dressing and concentration of the copper ores, and for separating, as far as possible, the argentiferous ores, for till that be the case, no profit can result to the owners of the mines.

The "backs" of many of the Sierra Nevada lodes contain, quite at the surface, a considerable quantity of copper ore disseminated in spathose iron, oxide of iron, and iron pyrites, and which are considered capable of yielding 4 to 5 per cent. of copper. Could any cheap and simple process of concentration be applied to these poor surface ores which exist in such quantity, and cost nothing for extraction, it is possible that a business might be done in this alone; and as regards one essential—water and water power, it may be said to exist without limit.

Copper Ores.—The produce of the copper ores of the Sierra Nevada is considered to be on an average from 10 to 12 per cent., and should they

be found hereafter in quantities at all corresponding with the size and number of the veins or lodes, this will certainly become a great copper district, and take rank among the most important in Europe.

Silver Ores.—The argentiferous pyrites and silver ores are stated to vary from 1 ounce to 12 ounces per quintal of ore, and to average, say, from 5 to 6 ounces. The enormous produce of 186 ounces has, however, been known, and it is remarkable that this was not near the surface, but at the point where "Esploradora" adit cut the lodes, or 133 metres deep.

Such an extraordinary produce of silver, amounting to 2,800 ounces per ton, would not be credible, had we not the authority of the Government engineers for the assay, which was made on picked samples of the ores.

Mining.—As regards mining in this district, I may here make two or three remarks. The mica slate and subordinate quartzose rocks are extremely hard; and when sinking or cross-cuttings are necessary, both time and money are required to penetrate them. In these rocks, not more than 4 to 5 yards per month can generally be reckoned upon; and the cost will be about 400 to 500 reals ($2\frac{1}{2}d.$ each) per yard respectively, according to the ground.

In working upon the lodes, it very generally occurs that the foot wall is hard rock, but that the "hanging wall" is weak and treacherous, so that considerable expense must be incurred either in timbering or walling the works, as may be found most convenient, or permanent works, the latter being preferable.

As regards water, the innumerable cleavage joints of the mica slate afford an easy access to the water which results from the melting of the snow, and the infiltrations into the mining works are thus both copious and constant.

On the other hand, there is the advantage of being able to work to very considerable depths by means of dry levels; and whenever the works may permanently descend below the level of the adjoining valley, thus rendering artificial drainage necessary. Water power, and with any height of fall that may be required, is generally attainable close at hand.

Marquesado.

Several leagues eastward of the copper district of the Genil, and about 10 leagues from Granada, are vestiges of some ancient copper mines, near the villages of Lanteira and Aldeira, bordering on the high table-land of the Marquesado and Guadix. These mines are in a ruinous state, and on the surface show little but iron, with stains of copper. One of them was cleared out and re-worked about seven or eight years ago, but caused a great disappointment to the owners. The old excavation showed that a bunch of copper ore, of some extent and value, had been worked out and extracted; but so cleanly had this been done, and so completely was the ore confined to that particular spot, that no discovery whatever was made in the various works of trial by which the vein was explored in all directions in its vicinity.

Precious Metals.—The mica schist of the Sierra Nevada appears to have a certain affinity for the precious metals, as shown by the occurrence of silver ores in the copper lodes before mentioned; but in the Marquesado district there is a real silver mine, the ore being chiefly antimonial silver, and I believe without either lead or copper. The ores, however, do not seem in sufficient abundance to render the mine profitable.

Gold, also, is found in many of the streams which take their rise in the Sierra, particularly in the Darro, which unites with the Cenil at

Granada, in which gold-washing has long been carried on, though upon a very small scale, by the neighbouring peasantry. On the south slope of the Sierra, towards the Alpujarras, most of the streams contain small flakes and grains of gold disseminated in the sands and alluvium.

These facts, however, are rather interesting in a mineralogical than in an economical point of view, the gold being so sparingly disseminated as to be of no real value.

The Sierra de Baza.

About 20 leagues east of Granada, and south and south-west of the town of that name, is an elevated and extensive mountain tract, which may be looked upon as the eastern continuation of the Sierra Nevada range, to which its structure is somewhat similar, being composed of an immense mass of schistose rocks, but in many parts covered by more modern limestones, probably corresponding to the English carboniferous limestone. Till about 14 or 15 years ago, the Sierra de Baza was almost unknown as a mineral district; but then the mines of the celebrated Sierra Almagrera having greatly fallen off in their produce, some miners from thence directed their attention to the Sierra de Baza. The speculation turned out very well; many deposits of lead ore were discovered, and various mines opened upon them, which have ever since proved more or less productive.

The lead is chiefly smelted on the spot, the fuel being principally the low jungle with which the Sierra is covered; and the lead is sent to Almeria for shipment, the cost of carriage being about 9 reals per quintal, or 2*l.* per ton. The lead, however, is of very good quality, and contains an amount of silver that pays for extraction.

Although lead is the chief produce of the Sierra de Baza, veins of copper ore have also been discovered there. Good accounts are given of one of these mines, which produces ore of excellent quality.

The eastern continuation of the Sierra Nevada, though gradually declining in elevation, preserves its metalliferous character throughout. Near a place called Lumbrera, in the province of Murcia, I have seen good specimens of copper ores raised from a small shaft but a few yards in depth; but the spot was low, and the shaft soon filled with water, which caused the work to be abandoned.

Still further east, at Mazarron and in the Sierra of Cartagena, this range has produced large quantities of lead and argentiferous ores, from the time of the Phœnicians to the present day.

The ancient slags of the Carthagenian and Roman period existed in vast heaps, and very often buried underneath a modern soil composed of vegetable earth and alluvial depositions, until within the last 20 years, when, on the revival of mining in Spain, they began to attract attention. The poorer slags were found, on assay, to contain about 8 per cent. of lead, and the best 15 to 18 per cent., and about 1½ ounces of silver to the quintal of lead. After this discovery the ancient Escoriales were soon denounced, numerous small works established near them, and all have now been re-smelted with more or less advantage.

The lofty Sierra Nevada range, after degenerating eastward into the low Sierra of Cartagena, may be considered to terminate, in this direction, in the cape called Cabo de Palos.

The continuation of this range westward, in the Sierras of Loja and of Ronda, are very sparingly metalliferous, which I should attribute to the circumstance that the really metalliferous rocks, the ancient schists and limestones, are here to a great extent overlaid by rocks of a much more modern epoch. The singular deposit of nickel occurring in serpentine, near Carratraca, belongs, however, to this range.

General Remarks.

I have now noticed the principal features of two great mineral districts of Andalusia—that of the Sierra Morena, and that of the Sierra Nevada; and it will have been observed that in neither of these districts have the Spaniards made any real progress in their development.

The important coal and iron district of Belmez and Espiel, which presents such a magnificent future, might just as well not have existed for any benefit that it has hitherto produced, the causes being—

1st. The hitherto torpid state of industry in the country, in which coal and iron have almost been dispensed with.

2nd. The want of roads and communication to convey these articles, so as to render them available for use and exportation

3rd. The inability of the Spaniards to encounter difficulties, for these mines will require to be opened on a scale hitherto unknown in Spain, and to be provided with powerful steam engines for drainage, as well as many other appliances of machinery.

The important lead district of Linares was, till about 14 or 15 years ago, in an abandoned and neglected state, the mining works having gone below the level of the water, which it is vainly attempted to drain by the costly and inefficient work of large whims or "malacates": that is, the causes were—

1st. Want of steam engines and machinery.

2nd. Want of a bolder system of mining work.

3rd. An utter absence of the knowledge and machinery requisite for cleaning the ores with economy, and on a large scale; and an equal deficiency in the present business arrangements for the smelting and transport of the ores.

The Sierra Nevada copper district, after a considerable outlay (at least for Spain), is now in a state of abandonment and neglect, the causes being, as previously pointed out,—

1st. Want of good roads and communications with Granada and the coast.

2nd. Want of knowledge both in the mechanical preparation and in the smelting of the copper ore.

3rd. Want of that knowledge which, combined with a considerable amount of expenditure and perseverance, is indispensably requisite to conduct mining on a large and extended scale, as copper mines especially ought to be.

It should be further observed that, with very few exceptions, the mines in Spain are worked on a very small scale, and often in defiance of all sound principle, and in the rudest manner that can be conceived.

Almost all the exceptions are the Government quicksilver mines of Almaden, and the Rio Tinto copper mines, both in the Sierra Morena, and which have been worked with some order under the management of competent engineers.

These mines, however, have presented no great difficulties, being almost free from water, and not requiring machinery.

The rich mines of the Barranco Taroso, in the Sierra Almagrera, were also worked with some order by a German engineer, and went on smoothly till, at the depth of 200 yards, they came to water, and machinery was thus required. Since then, many years and very considerable sums of money have been expended in an ineffectual attempt to drain the mines by a steam engine from Belgium; but it seems, after all, that this will not be accomplished till a deep adit be brought up more than a mile from the level of the Mediterranean, which bathes the southern slope of this Sierra.

It is true that, in the short period of scarcely 40 years, that mining industry has revived in Spain, and which dates only from the Royal Ordinance of Fernando VII., of 4th July, 1825. The Spaniards have been very successful in mining, and have discovered and opened mineral districts of enormous value and importance, as the Sierra de Gador, Sierra Almagrera, Sierra de Laujar, Sierra de Cartagena, &c.

But on examining more closely into the facts, it will be seen that in all these very successful Spanish mines there was no water to be drained; no machinery was needed; that the mines were of no great depth; that from their vicinity to the coast, the want of good communications was not seriously felt; in fact, that the Spaniards have only been successful because there were no real difficulties to be overcome in what they undertook, the mines being newly opened and favourably situated.

I feel very much inclined to doubt, therefore, whether the coal and iron of Belmez, or the copper of the Sierra Nevada, will ever be efficiently worked by the Spaniards; but rather that the development of both these districts will chiefly be left to foreigners, after the great lines of railway shall have been completed.

Indeed there are certain companies which have already taken measures to profit by the impulse which railway communication will soon offer, to extend mining enterprise in the South of Spain, and have with this view taken up many mining setts, or "pertenencias," in all the most promising mineral ground.

One of these companies, "La Fusion," has taken many well-situated setts in the coal district of Belmez, and has also extensive setts in other mineral districts. The "Compañia General de Minas" has possession of several setts in the copper district of the Sierra Nevada, and elsewhere.

These far-sighted speculators are doing at present nothing more than nominal work, in order to preserve their rights to the ground, but are reserving all their efforts for a future period, when on the completion of the railways their property will have acquired a far higher value than at present, whether their object be to work it themselves, or to dispose of it to other parties.

The results of the coal and iron of Belmez may almost be reduced to a calculation, for there Nature displays her mineral treasures on the actual surface of the ground, the outcrop of the various beds of coal and ironstone being beautifully exhibited to the eye in all the little valleys and with almost as much clearness as in the artificial sections of a solid model. Coal and iron, too, are peculiarly subject to calculation, both as regards the quantity that may be raised, and in its cost and market value afterwards. With well-selected ground and good management, the risk is, therefore, reduced to a minimum.

In the Sierra Nevada copper district the lodes are large and prominent, and make a great show at the surface, where they are also found to contain a good deal of yellow ore, though so spotted and intermixed with ferruginous matter as to be difficult to separate with advantage. Further, the mining works already opened, though on such a petty scale and so deficient in depth and extensiveness, show the existence below both of copper and silver ores of value.

I have now stated all the principal facts connected with the mineral districts of Andalusia and of Murcia, more particularly those connected with the central regions of Granada, Jaen, and Cordova, which will soon be opened, and rendered accessible by railway communication. These notes have, therefore, embraced the two great ranges of the "Sierra Morena" and the "Sierra Nevada," the two principal in the south of Spain, which indeed may be said to owe its configuration to them; and I now proceed to remark on the third Andalusian range, or that which borders on the coast of the Mediterranean.

Coast Range or Ranges.

These mountains are well known to all those who have travelled on the Mediterranean, as they form the bold and picturesque scenery of the Spanish coast, from the vicinity of Gibraltar to that of Carthagena. This mountain range, or rather series of ranges, for it is broken through and subdivided by many north and south, or transverse valleys, carrying the drainage of the interior to the sea, runs about east and west, being intermixed and parallel to both the Sierra Nevada and the coast, which is formed by it, the highest point being seldom more than three or four leagues from it.

Though subordinate to the towering heights of the Sierra Nevada, this range is very lofty in its central part, the "Sierra de Lujar," attaining an elevation of about 5,500 feet, and the "Sierra de Gador," rising to a height of 7,150 feet.

The coast mountains are chiefly composed of mica schists and shales, the former in its lower part sometimes graduating into gneiss, and the upper, or shaly portion, being often overlaid by limestone. The mica schist and shales often form the whole mass of detached mountains, as in the case in the well-known Sierra Almagrera. But these shales are very generally, especially in the central part of the range, overlaid by a dark subchrytalline limestone of a great thickness, forming the upper part of the mountains, and it is on this rock that the enormous deposits of lead ore of the Sierra de Gador and the less important, but still considerable, deposits of the Sierra de Lujar exist.

The argentiferous lead ores of Mazarron and of Carthagena are also found in this series of micaceous schists and limestones, but belong more especially to the latter. The silver ores of the Sierra Almagrera are found in north and south veins, traversing the mica schists, of which that small and isolated range is chiefly composed, but these schists exhibit frequent graduations into shales.

It is remarkable that in the coast range it is the central and eastern portion which is so rich in mineral productions, the western part being very sparingly metalliferous; and in this respect it offers a close coincidence with the Sierra Nevada range, which, as I have pointed out, is only mineralized to any important degree in its central elevations.

The mineral districts of the coast range commence north of Motril, and continue at intervals to Carthagena, where, indeed, the two ranges having degenerated into minor elevations, are almost blended and indistinguishable.

In a distance of about 50 leagues west from Motril, we have the following mineral districts:—

Sierra de Lujar, near Orgiva, rich in lead.

Contraviesa range, near Furon, a few lead mines; also some small copper mines, north of Albuñol.

Sierra de Gador, extending from Berja to Almeria, immensely rich in lead ores, and latterly discovered to be very abundant in zinc ores also principally calamine or carbonate of zinc.

Cabo de Gata.—This well-known promontory contains a few lead mines, and also manganese in some abundance.

Sierra Almagrera has been immensely rich in argentiferous ores, generally combined with lead, often with iron only.

Lomo de Bas and its vicinity contain many veins of lead and zinc ores, on which mines have been opened on a small scale.

It is in this range that the mineral industry of this country has been principally and most successfully developed, commencing with the enormously rich deposits of lead of the Sierra de Gador; proceeding afterwards to the magnificent silver vein of the Barranco Faroso, in Sierra

Almagrera, and finally to the very abundant, though by no means rich, deposits of argentiferous lead of the Sierra de Carthagena.

The successful result of all these mines soon led to the establishment of various smelting works all along the coast, at Motril, Adra, Almeria, Garrucha, Mazarron, Cartagena, and its vicinity. It should be particularly remarked, that the Spanish have made much greater progress in metallurgy, so far at least as the smelting of lead and argentiferous ores are concerned, than they have in mining. But it must, further, be observed, that the ores they have had, so far, to deal with, have been by no means refractory. These ores have not been contaminated by admixture with such minerals as blende, arsenic, or antimony, or if they have casually occurred, it has not been in sufficient quantity to give much trouble in the smelting of them.

Although lead and argentiferous minerals are by far the most important productions of the coast range, several other ores are also found there.

The principal of these is zinc ore, which exists in great abundance in the Sierra de Gador and other places, and has for the last three years furnished a considerable article of export from the province of Almeria, being destined chiefly to Antwerp, but also to Swansea and Cette. I have also seen specimens of cinnabar, from the Sierra Cabrera, near Vera; and of Cobalt ore, from a part of this range situated between Cuevas and Aguilas.

The ores of copper occur in many places, but as far as my knowledge of them extend, I do not think that they are at any rate near the coast either rich or in abundance.

To prevent misconception on the subject, I must, however, state that I have never seen here what can properly be called a copper lode, the copper being found so far, merely in small superficial veins, the outcrop of which is mined to obtain the ore by excavations, which do not deserve the name of mines, generally small shafts and petty excavations on the "backs" of the veins, and not exceeding 20 to 30 yards in depth.

Having thus premised their dubious and untried character, I now proceed to give a list of the "sprinklings," so to speak, of copper ore which exist near the Mediterranean coast in the district, under consideration, say from Malaga to Carthagena.

Malaga.

From the vicinity of this place I have seen specimens of copper ores of good quality, but, so ar as could be judged from their appearance, rather from a small vein, or branch, than from deposits of any size or importance.

Albunol.

Four leagues N.W. of Adra. In the mountains north of Albuñol, and thus at some distance from the coast, are deposits of copper ores, which have been feebly worked for some years with a view to exportation; but I am only aware of one cargo having been shipped to Swansea, and that was about 150 or 200 tons, in 1853. I have not seen the mines themselves, but I have examined the ores in store at La Rabita, the small port from whence they are shipped. The ores consist of oxides and carbonates of copper, intermixed with much ferruginous matter, and are by no means rich. The mines being also about four leagues inland, the cost of carriage is heavy, and it appeared to me that the price demanded was too high for the quality of the ore.

I understand that, not being able to sell the ores, the work of the mines has been stopped, though the possession of them is still retained by the owners, with a view to farther operations.

Adra.

About two leagues east of Adra, in the Sierra Alhamilla, I saw, several years ago, a small mine, which produced carbonates and oxides of copper in no great abundance, but of pretty good quality.

No business in embarking ore should be attempted without having a practical man always on the spot examining each parcel of ore as it is packed, and rejecting all inferior stuff.

This copper vein occurred in the "bedding," or between the strata of the limestone rock, and had been irregularly worked out for about 10 yards in depth. I thought it somewhat doubtful, from its appearance, whether this vein would continue for any great depth. The mine, I believe, has since been abandoned.

Dalias.

Near this place, four leagues N.E. of Adra, a small copper mine is now commencing, which produces ore of pretty good quality, as, if properly selected, it ought to produce about 8 or 9 per cent. This mine, however, has only just commenced working, and the produce is insignificant. The ores which I have seen consist of carbonates, both green and blue, disseminated in a calcareous rock, for it has not the appearance of being a real "gangue," or veinstone.

Almeria.

Near Almeria the eastern slope of the Sierra de Gador comes down to the river which takes its name from the town, while, on the opposite side are the western slopes of the Sierra Alhamilla.

In both these mountains, the former especially, and near Benadux, are small deposits of copper ore, the earthy carbonates predominating, which have given rise to a small exportation from Almeria for several years past; for although the ores are generally poor, the distance from the coast is not greater than 2 to 3 leagues, and there are here pretty good cart roads. Near a village called Abruxena, 10 leagues north of Almeria, there is, however, copper ore of very good quality, excellent yellow ore, of which the best sample would assay about 20 per cent., the average being about 10. About six or seven years ago, when this mine was put to work, the party who had the management of it gave me a very good account of the result, as follows:—

	Per Cwt.	Per Ton.
	reals.	£ s. d.
Cost of raising the Ore ..	2	0 9 0
Carriage to Almeria ..	4	0 18 6
Freight to England ..	4	0 18 6
Total about ..	10	2 6 0

But as it was thought that this ore would give a very high produce, expectations of a cent. per cent. profit were entertained. For some years past no more has been heard of this mine, and I presume, therefore, that the superficial bunch of ore which gave such good results was soon worked out, and that, as usual in this country, no really effective mining operations have since been carried on to prove the vein, and with the hope of making further discoveries. A few years ago a French gentleman, M. Perrin, resided for some time in Almeria, making frequent excursions along the coast, especially eastward, and at times as far as Barcelona, his object being the purchase of copper ores for shipments to Swansea. He told me frequently that the business answered very well; he said

that the lowest produce he was empowered to purchase was 10 per cent., but that he obtained a good deal of ore which would give 25 per cent., and some even yielded 60 per cent. It seems that there was at that time a good deal of oxide of copper met with in these superficial copper workings, and which the Spaniards confounded with the iron oxides so generally found with copper ore; and a good deal of the profit arose from getting those rich oxides at a cheap rate.

Vera.

This place is but two leagues distant (W.) of the celebrated Sierra Almagrera, and although the locality is rather one of lead and argentiferous minerals than of copper, there is also at least one copper mine in that vicinity. This mine is situated near Huercal, four leagues inland, and is worked on a deposit of the nature of what the Germans call a "stock-werke," being a net-work of small veins and branches intersecting the limestone rock, which itself rests on slate.

The ores are carbonate with a little grey copper disseminated in the limestone and mixed with antimony, nickel, &c., and when selected they have a produce of about 9 per cent., the mining yielding about 300 tons of ore per annum. This ore was bought by the owners of the "Fabrica," or works called the "Pozo de Esparto," on the coast and at the eastern foot of the Sierra Almagrera, who brought it to a regulus of from 30 to 35 per cent., and by a second operation to black copper of about 55 to 60 per cent.

In this state it was shipped to Carthagena, where it was bought by the house of Pinto, Perez, and Co., who had large lead and desilverizing works there. They had also copper furnaces in which this and similar purchases were brought to fine copper.

I have also seen specimens of copper ores, the carbonate always predominating, from the Sierra Cabrera, a mountain on the coast, about three leagues west of Vera.

It will be evident from the perusal of the foregoing pages that Spain abounds in mineral deposits, which are of a bunchy and irregular nature; and in mineral districts, which as they are yet almost untried, cannot command the confidence possessed by those long worked and of established reputation.

Purchase of Ores.—As the Spaniards are exceedingly backward in the art of cleaning mineral ores, and thus bringing them into a proper state for the market, and further that they always hope to gain by imposing a certain quantity of the mere refuse of the mine in the purchase, as ore; the purchase of ores in this country presents considerable, but by no means insurmountable, obstacles.

The mode of purchase which is recommended is somewhat as follows, and which, though somewhat rude, might be made to answer very well, if the quantity of the ore be considerable.

1. To determine by repeated assays the value and produce of each class of ore yielded in any quantity by the mine.

2. To have the ores strictly deposited on the floors according to the classification which thus resulted and which might be in the style of the country "Recio," "Primeras and Segundas," for any more minute classification would probably be useless.

3. To have all the ores, excepting perhaps the first, broken up into an equal and convenient size, and disposed separately into rectangular heaps not exceeding six inches deep in the floors or "patio" of the mine.

All this must be done or personally superintended by the agent or purchaser, who will then proceed—

4. To ascertain the produce of each class of ores by making several

assays: in fact, a somewhat rough "sampling," always taking care to allow a sufficient margin to the price.

5. It would be well if even the packing of the ores for carriage and the weight despatched should be subject to some sort of vigilance so as to prevent fraud and subsequent disputes both as regards weight and quality.

6. The purchaser should also have an agent in the shipping port to receive the ores and keep them in safe custody in his store or almacen, and to receive nothing which does not come up to the quality agreed upon.

With this or somewhat similar precautions and the tact which experience would soon give in this business, all fraud in the purchase of ores might be prevented.

If the business done should be on a very small scale and with scattered mines, it would be sufficient to have an agent who should be a good assayer at the shipping port only, whose business it would be to receive or to reject each parcel of ore as it arrived.

But if the mine be of any considerable yield, and the operations are consequently on a large scale, none of the precautions which I have pointed out, at the mine and at the shipping port, can be deemed superfluous or dispensed with without risk.

Linares.

The district of Linares is comparatively a new field afforded by the Sierra Morena, which has only been brought into active operation within the last 15 years; from a return of its yield last year, it amounted to about 40,000 tons, employing in the mining and smelting operations no less than 3,640 men, and 28 engines of the aggregate power of 1,620 horses, and the value of this produce at Linares may be estimated at half a million sterling, all which facts are deduced from the accompanying returns which have been made in a tabular form for the facility of reference; and that this great and latter increase has been mainly fomented by the advantages arising from railway communication, reducing the carriage for export and facilitating the transport of large pieces of machinery to the mines within a very recent period. In fact, everything tends to indicate the great changes likely to be effected by the opening and extension of the Spanish lines of railway.

Mineral Wealth.—That the natural richness of the Spanish Peninsula in mineral wealth is singularly great, may be inferred from the simple circumstance that from 30,000 to 40,000 tons of lead have been shipped from the district of Sierra Gador, near Almeria, annually, throughout the present century; and there is no apparent falling off at the present time, from what I can learn. This may be considered a tolerably fair production.

In conclusion, with a view of further demonstrating the enormous production of lead throughout the Spanish Peninsula, I have extracted from the official statistics of the central direction of mines the following particulars:—

Of Lead.—In 1866, 3,155,303 metrical quintals of lead ore were extracted from the mines in Spain, producing 875,065 of lead smelted in the country.

Of Copper.—In the same year, 1,926,642 metrical quintals of copper ore were extracted, and only 26,400 smelted in Spain. As compared with England, Spain produces 200,000 metrical quintals of lead more than the former, the relative amounts being for Spain, 875,065, and England 668,522. On the other hand, England produces 155,763 metrical quintals of copper, while Spain as yet only yields 26,400 quintals.

No. 1.

ABSTRACT of Mining Operations in the District of Linares, Province of Jaen, Spain, 1866.

	By whom Worked.	Mineral.	Original Capital.	No. of Workmen.	No. of Steam Engines.	Aggregate H.P.	Produce per Annum.	Approximate Value O.B. at the Coast.
			£				Tons.	£
1. Arraganes	Spanish Government ..	Lead	..	200	..	..	3,600	43,200
2. Linares (Pozo Ancho)	English ,, ..	,,	45,000	400	5	350	3,600	43,200
3. Fortuna	,, ,, ..	,,	50,000	550	4	200	3,400	64,800
4. Alamillos	,, ,, ..	,,	70,000	350	3	160	3,000	36,000
5. Tortilla	,, ,, ..	,,	60,000	200	2	240	3,600	43,200
6. San Roque	,, ,, ..	,,	50,000	150	2	100	1,800	21,600
7. Collado del Lobo	,, ,, ..	,,	5,000	100	..	..	1,200	14,400
8. La Cruz	French ,, ..	,,	60,000*	200	4	200	2,400	28,800
9. San Cristobal	Spanish ,, ..	,,	25,000*	100	1	50	1,200	14,400
10. San José..	,, ,, ..	,,	40,000*	150	2	110	1,800	21,600
11. El Correo	,, ,, ..	,,	40,000*	150	2	80	2,400	28,800
12. La Virgen	,, ,, ..	,,	40,000*	150	2	100	3,600	43,200
13. Trinidad..	,, ,, ..	,,	20,000*	80	1	30	1,000	12,000
14. Matacabras	,, ,, ..	,,	..	80	..	..	2,400	28,800
15. Other small Mines	,, ,, ..	,,	..	300	..	..	2,400	28,800
Total	..	..	505,000	3,160	28	1,620	39,400	472,800

* The capital not known; but, judging from the extent of operations and by the Buildings and Engines, may be assumed as stated.

No. 2.

ABSTRACT of Smelting Operations in the District of Linares, Province of Jaen, Spain, for 1866.

	By whom Worked.	Fuel used.	No. of Furnaces.	No. of Workmen.	Quantity of Mineral Smelted.	Quantity of Lead Produced.	Approximate Value at Coast, O.B.
					Tons.	Tons.	£
1. Arrayanes	Spanish Government ..	Brushwood	4	50	3,600	2,520	45,360
2. Fortuna	English ,, ..	Brushwood and coal ..	6	80	5,400	3,780	68,040
3. San Roque	,, ,, ..	Brushwood	4	50	3,600	2,520	45,360
4. Collado del Lobo	,, ,, ..	,, ...	2	30	1,200	840	15,120
5. La Cruz	French ,, ..	Brushwood and coal ..	4	50	2,400	1,680	30,240
6. Velazco Hermanos	Spanish ,, ..	Brushwood	7	120	7,000	4,900	88,200
7. Dn. Ignacio Figuerva	,, ,, ..	,, ...	6	100	6,000	4,200	75,600
			33	480	29,200	20,440	367,920
The mineral produced at Linares and Alamillos Minesis smelted at Cordova	.. ..	.. ..	..	..	6,600	4,620	88,160
Suppose Messrs. Heredia to take this year from this district ..	.. ..	.. ..	..	..	3,000	2,100	37,800
						27,160	
And suppose the exports of Potter's Lead (Alquitons) ..	.. ..	.. ..	..	..	600	..	6,000
Total number of tons produced, as per No. 1 Sheet	.. ..	.. ..	..	..	39,400	..	..
Total value	.. ..	.. ..	..	..	..	..	494,880

Malaga, November 26, 1867.

TURKEY.

CRETE.

Report by Mr. Consul C. H. Dickson on the Trade and Commerce of Crete during the Years 1866 *and* 1867.

One of the immediate results of the Cretan Insurrection, since its outbreak in the summer of 1866, has been the collapse of the trade of the island, from which depressed state it has not recovered up to the present moment. The fact is the more striking in view of the oil crop that year having been one of the finest and most abundant ever known throughout the island, and the confidence with which mercantile speculations in general had been previously carried on.

Shipping and Navigation.

Only one British ship arrived direct from England in 1866. Her cargo consisted of soda, ash, and four bales of hemp sacks, valued altogether at 1,360*l.* This ship cleared for Syra in ballast.

Last year, fifteen British ships, chartered by the Ottoman Government, entered Suda Bay laden with steam coals. Their aggregate burthen was 5,780 tons, and the total number of crews 200. All sailed in ballast for Constantinople, except one which proceeded to Smyrna for orders.

Two small British vessels in the course of last year also touched at the port of Candia, coming in ballast from Italy, of 255 tons burthen, and with crews of 14. Both cleared direct for England for orders.

I subjoin a comparative statement of the aggregate amount of shipping, British and foreign, at the ports of this island, not under blockade, during the past two years. Vessels employed in the coasting trade are not included.

Ports of Canea and Suda.

Years.	Entered.									
	With Cargoes.			In Ballast.			Total.			Invoice Value of Cargoes.
	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews	Vessels.	Tons.	Crews.	
										£
1866	406	34,087	358	104	2,656	724	510	36,743	4,306	204,820
1867	548	55,999	4,924	95	5,236	596	643	61,235	5,820	207,340
	Cleared.									
1866	283	23,042	2,760	133	13,140	1,102	406	36,182	3,862	112,110
1867	187	21,319	2,275	445	36,576	3,279	632	55,795	5,584	111,240

Coasting Trade.

Years.	Entered.			Cleared.		
	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.
1866	150	4,234	844	134	3,750	766
1867	151	4,687	832	125	3,616	663

Port of Candia, or Heracleon.

Years.	Entered.									
	With Cargoes.			In Ballast.			Total.			Invoice Value of Cargoes.
	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews	
										£
1866	383	35,583	3,533	125	3,626	328	508	39,209	4,361	55,425
1867	523	34,297	3,667	162	6,320	172	685	40,617	5,394	120,383
	Cleared.									
1866	402	36,612	3,686	106	2,597	730	508	39,209	4,416	85,950
1867	583	36,494	4,060	113	5,162	1,052	696	41,656	5,112	284,890

Coasting Trade.

Years.	Entered.			Cleared.		
	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.
1866	271	17,919	2,228	201	16,856	1,656
1867	314	17,745	2,751	239	17,060	3,092

The port of Retimo being very small and choked up by the constant accumulation of refuse from the town and silting up of sea-sand, can only admit very small craft.

Its import trade is principally carried on by the mail boats of the Austrian Lloyd s Company which ply weekly between Syra, Canea, Retimo and Candia, and alternataly from Syra to Candia, Retimo, Canea and back to Syra. These boats may be said te be employed at the same time in the indirect or carrying trade, and in the coasting trade.

In consequence of the spread of the insurrection in Retimo Province towards the latter part of the year before last, and the disturbing effects produced thereby, I am unable to obtain any correct data at present upon the shipping and navigation of that port in the year 1866. It must have been, at any rate, very insignificant. No British vessels called at Retimo either in 1866 or last year. The following is a summary statement of the foreign shipping during 1867 :—

Entered.

With Cargoes.			In Ballast.			Total.			Invoice Value of Cargoes.
Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	
									£
77	3,016	548	6	590	100	83	3,606	648	13,000
Cleared.									
65	4,528	500	..	..	..	65	4,528	500	77,500

The bay of Suda, although one of the finest harbours in the world, is seldom resorted to by merchant ships, except under stress of weather, and when laden with coals on government account. If some encouragement were given towards the erection of stores and a wharf and other appliances for loading and discharging vessels, the trade of the island would be materially benefited thereby. Any proposal for turning this admirable port to account has invariably fallen to the ground, owing to the jealousy and opposition of the Canea landholders, who are mostly Cretan Turks, and apprehend, according to their narrow-minded estimate of the question, lest the value of their own property might decrease if Suda Bay were allowed to compete with Canea as a trading port.

The nationality of the vessels employed in the direct and in the carrying trade have been chiefly Ottoman and Hellenic, the remainder have been Austrian, British, and a very few Italian, French and Samiote.

The boats engaged in the coasting trade have been Ottoman and Hellenic only (exclusively of the Austrian Lloyd's steamboats), and all under 18 tons burthen.

The shipping returns above specified have been derived from official sources.

Imports and Exports.

The articles of British produce and manufacture imported were coals, calicoes, herrings, cotton twist, soda ash, jute sacks, hardware, crockery, and some drysalteries.

With the exception of the coals and some soda ash, most of the British goods were brought through Smyrna and Syra. The total value of these, barring the coals which were for the Imperial Navy, amounted in 1866 to 85,350*l.*; in 1867 to 92,770*l.*, viz:—

In 1866.	£
To Canea	9,350
„ Candia	56,000
„ Retimo	20,000
Total	85,350

In 1867.	£
To Canea	12,270
„ Candia	54,000
„ Retimo	26,500
Total	92,770

The only article exported direct to England consisted of 256 tuns of olive oil from Candia Port, valued at 11,268*l.* This was shipped early last year.

The foreign imports to the three above-mentioned ports were wheat, barley, flour, beans, rice, coffee, sugar, butter, tobacco, codfish, caviare, bullock hides, natron, deal planks and scantlings, tin, hardware, sundry manufactures, salt, dry fruit, spirits, &c.

The exports were, from Canea, soap, oranges and lemons, chestnuts and small quantities of cocoons, beeswax, and lambskins; from Candia, olive oil, soap, cotton, wool, linseed, carobs, cocoons, raisins, almonds, and a few sponges. From Retimo, oil, soap, valonea, and carobs.

The consumption of manufactures has not been half that in ordinary years, in consequence of the troubles on the island and the absence of the principal dealers in such merchandize, who, being Hellenic subjects, have emigrated to Greece.

The imports come chiefly from Turkey, Egypt, Greece, Trieste, Marseilles, Genoa, and Russia.

To Turkey and Greece were exported, soap, olive oil, oranges, lemons, &c. To Italy, wax, lambskins, almonds, &c. To Austria, soap, silk, almonds, carobs, valonea, wool, linseed, &c. To France, cotton, wool, &c. To Malta, a little soap, wax, carobs, &c.

Cheese, made of ewes' milk, and of which Sphakia generally exported large quantities and of the best kind, has nearly all been kept in the island for the consumption of insurgents.

Market Prices of Goods.

The following are the actual average market prices of some of the principal goods:—

Articles.	Per Turkish Weight or Measure.	Piastres.	Per English Weight or Measure.	Sterling Money. £	s.	d.
Wheat	Killeh	36	Imperial Quarter	2	11	2
Flour	Oke	2¾	Lb.	0	0	2½
Barley	Killeh	22	Imperial Quarter.	1	11	2
Sugar	Oke	6	Lb.	0	0	4¼
Coffee	„	8½	„	0	0	7½
Rice	„	3	„	0	0	2
Butter	„	12	„	0	0	8½
Soap	Kintal	240	Cwt.	1	17	7
Olive Oil	Mistata	75	Tun	62	1	4
Cocoons	Oke	42	Lb.	0	2	7
Oranges	1,000	80	1,000	0	13	9
Lemons	„	40	„	0	6	10
Valonea	Kintal	60	Cwt.	0	7	9
Carobs	„	25	„	0	3	3
Chestnuts	Oke	1	Lb.	0	0	1½

8¼ killeh = one imperial quarter.
96 mistata = one tun of 252 gallons.
1 oke = 2 lbs. 13 ozs. 5 dwts.
1 kintal = 126 lbs.

The prices of other market goods, not enumerated in this Return, have equally risen on those adverted to in my Commercial Report for the year 1865.

Rate of Exchange.

The rate of exchange is now 116 piastres to the £ sterling. At Candia it fluctuated from 110 to 118 piastres at the end of 1866 and beginning of last year.

Agriculture.

Very little corn was sown last year, owing to the destruction of property and depopulation of whole villages, while the animals employed in agriculture were mostly slaughtered to serve as food for both insurgents and the Imperial troops. At one time butchers meat was so scarce that flocks of sheep had to be imported from Asia Minor.

In several districts the last olive crop, albeit not so plentiful as that of 1866, promised a fair yield of oil, but was ultimately lost by the continuation of the warfare. The same causes operated banefully on the rearing of silkworms.

A remarkable fact occurred in regard to chestnuts and carob beans while this fortress was blockaded on the land side by the insurgents. Quantities of these, the produce of Selinos and Kissamos, having been put into small boats and sent over to Syra (regardless of the Turkish cruizers), were thence re-imported to Canea.

Mr. Vice-Consul Calocherino offers the following observations upon the agricultural produce of the province of Candia.

"Owing to the disturbances on the island the emigration of part of the Christian population, &c., less land has been sown of late in comparison with previous years. The olive, vine, and grain crops were in 1866 unusually abundant and rich; on account of the state of war, however, not only was half the produce of the vineyards lost but even the stocks of wine at Malevese, Temenos and Pediada, deposited in casks, were wantonly destroyed. A large quantity of corn for seed was similarly laid waste and plundered, and a portion of the olive crop, not having been gathered in at the proper season, was equally lost.

"In 1866 silk cocoons yielded an abundant crop. The greater part of the cocoons were used in producing eggs. The price of fresh cocoons was 1*s.* 6*d.* to 2*s.* per lb., silk was sold at 15*s.* per lb.

"If this port were deepened and its entrance properly cleared, vessels of large burthen could enter it, particularly during the first quarter of the year, when oil is at a comparatively low price. The quality produced in this province is superior to that of Canea and Retimo, and is therefore more adapted to the British market. The present mode of weighing the oil on its being shipped should be abolished, since it is attended with unnecessary expense and trouble to the merchant, and a measure of capacity, such as is used at Canea, Retimo and Hierapetra substituted. The present price of oil is 2*l.* 17*s.* 10*d.* per tun, free on board. The quantity of oil exported hence last year was 6,000 tuns, most of which was sent to Austria. The price of soap averaged 1*l.* 16*s.* per cwt. free on board. The crop of carobs was rather a poor one; a small quantity only has been exported, the natives requiring them for food.

"The provisions for the Imperial Army were all imported from Constantinople and other parts of Turkey, and its transport service was carried on under the Turkish flag."

The cultivation of cotton has been neglected, in an equal ratio with other agricultural produce during the last two years.

Canea, March 3, 1868.

UNITED STATES.

CALIFORNIA.

Report by Mr. Consul William Lane Brooker, on the Trade and Commerce of San Francisco for the Year 1867.

San Francisco is the only port with a foreign trade. There are over 100 steamers employed in the inland waters of the State, 87 of which, measuring 20,460 tons, are registered in San Francisco; all but two of these vessels were built in the State, and chiefly within the limits of this harbour. A great many small sloops and schooners have been built in this neighbourhood, and a few larger vessels, but as yet no sailing vessel over 300 tons register has been built, either here or on the coast. The timber used is almost exclusively pine, of which there is in this, and the adjoining State of Oregon, and the territory of Washington (in which is situated Puget Sound), an inexhaustible supply of the finest quality. Puget Sound furnishes the magnificent spars, some of them 150 feet in length, and from 18 to 22 inches square, which have been sent to England and France, from this coast, during the past 10 or 12 years. The following are the charges on vessels arriving in this port:—Pilotage (half to be paid if no pilot be employed) vessels under 500 tons, 6 dollars per foot; draft vessel over 500 tons, 7 dollars per foot; harbour dues, 4 cents (2*d.*) a ton; dockage, vessels from 100 to 150 tons per register, $7\frac{50}{100}$ dollars per day; 150 to 200 tons, 10 dollars; 200 to 250, $12\frac{50}{100}$ dollars; 250 to 300, 15 dollars; 300 to 400, $17\frac{50}{100}$; 400 to 500, 20 dollars; 500 to 600, 22 dollars; 600 to 700, 24 dollars; 700 to 800, 26 dollars; 800 to 1,000, 28 dollars; 1,000 to 1,250, 34 dollars; 1,250 to 1,500, 41 dollars; 1,500 to 1,750, 49 dollars; 1,750 to 2,000, 56 dollars; 2,000 to 2,500, 60 dollars. Wharf tolls, vehicles drawn by one horse, 25 cents each; by two, 50 cents; by four, 1 dollar. All goods landed on the wharf and taken therefrom in lighters, or taken direct from the ship in lighters, pay $12\frac{1}{2}$ cents per ton. The port wardens charge 15 dollars for each survey, but the total charge on each vessel must not exceed 75 dollars; for all separate certificates of survey, required by the consignees of cargo, a charge of $2\frac{50}{100}$ dollars is made, and for each order of sale, 10 dollars.

In the past year there arrived from Great Britain and British colonies, 80 British ships, measuring 51,488 tons, with cargoes of the invoice value of £746,000; and from foreign ports 37 ships, measuring 19,563 tons, with cargoes of the value of £221,750. In the same period the following ships of other nations arrived from foreign ports:—

Nationality.	Vessels.	Tonnage.	Value of Cargoes.
			£
United States	223	230,666	2,150,400
France	13	5,924	430,300
Russia	5	1,854	7,500
Belgium	1	285	450
Hamburgh	10	4,516	57,750
Italy	6	2,617	41,000
Prussia	10	3,557	47,500
Bremen	7	3,710	35,500
Spain	1	337	6,300
Austria	1	177	4,100
Norway and Sweden	2	707	7,000
Holland	2	1,189	22,500
Mexico	4	369	1,700
Columbia	4	1,032	16,500
Sandwich Islands	17	6,225	38,200
Georgian Islands	3	408	2,900
San Salvador	3	2,418	3,800
Guatemala	1	579	1,200

The freight engagements during the year were as follows :—

Tons.			
134,023	for grain and flour	to	Great Britain.
8,880	do.	do.	Atlantic Ports of the United States.
806	do.	do.	Australia.
3,047	do.	do.	Brazil.
414	do.	do.	Spain.
1,022	do.	do.	Chili.
287	do.	do.	Peru.
380	do.	do.	Batavia.
1,543	do.	do.	France.
894	do.	do.	Monte Video.
200	do.	do.	Manilla.
200	do.	do.	Japan.

Total grain and flour freights in 1867, 151,696 tons, against 102,961 tons in 1866. For timber to various foreign ports, 18,675 tons in 1867, against 14,851 in 1866. For miscellaneous cargoes to various foreign ports, 34,921 tons, against 40,095 in 1866. For assorted cargoes to eastern ports of the Union (coasting voyages open for American ships only), 32,221 tons, against 24,553 in 1866. For guano cargoes from Chincha Islands, and Islands of the Pacific, 4,564 tons, against 29,354 in 1866. For coal from Naniamo, Vancouver Island, 8,167 tons, against 16,634 in 1866. Total registered tonnage, 250,244 tons in 1867, against 228,448 tons in 1868.

I give below the total arrivals, with the countries from whence the ships arrived.

Nationality.	Vessels.	Tonnage.
Atlantic Ports of the Union ..	126	142,772
Pacific Ports of the Union ..	2,068	409,463
Great Britain	49	35,555
Australia	44	22,357
British Columbia	34	21,172
France	12	5,719
Japan	9	6,628
China	28	37,168
Hamburgh	7	3,199
Manilla	9	6,088
Panama	37	104,445
Mexico	44	19,947
Central America	33	28,062
Sandwich Islands	39	15,050
Georgian Islands	15	1,878
Brazil	6	2,265
Batavia	4	1,632
Spain	2	673
Chili	13	11,304
Peru	11	4,991
Siam	3	1,443
Brook's Island	1	248
Russian Possessions	11	4,623
Whaling Voyages	27	7,328
Cod Fishing Voyages	20	2,083
Total	2,662	896,093

In the same period the departures were as follows :—

Nationality.	Vessels.	Tonnage.
Atlantic Ports of the Union ..	44	43,505
Pacific Ports of the Union ..	2,116	508,385
Great Britain	160	138,202
Australia	8	3,455
British Columbia	52	28,436
France	3	1,582
Spain	1	337
China	28	37,351
Japan	7	3,949
Batavia	2	1,130
Manilla	2	698
Georgian Islands	16	2,066
Mexico	40	21,752
Panama	39	111,230
Central America	30	28,282
Sandwich Islands	36	15,541
Peru	19	7,676
Chili	7	2,826
Monte Video	2	782
Brazil	9	2,456
Guam	1	236
Guano Islands of Pacific	3	3,181
Russian Possessions	13	6,427
Whaling Voyages	18	5,095
Cod Fishing Voyages	16	1,382
Total	2,672	775,962

The lighthouses on the coast of this State, Oregon and Washington territory, are as follows:—

A fixed light at Point Lowa (California), on the west side of the entrance to San Diego Bay, in latitude, north, 32° 40′ 15″, longitude, west, 117° 13′ 30″; a fixed light at Santa Barbara, on the point two miles south-westerly from Santa Barbara landing, in latitude 34° 23′ 35″, longitude 119° 42′ 05″; a revolving light (interval of flash, 30 seconds) at Point Conception, near the pitch of the Point, in latitude 34° 26′ 47,″ and longitude, 120° 20′ 33″; a fixed light on Point Pinos, on the Point south side of the entrance to the harbour of Monterey, in latitude 36° 37′ 52′, and longitude 121° 55′ 00″; a revolving light at Farrallon, on the largest, or south-east Farrallon Islet, 30 miles south, 75° 12′ west (true), from Fort, or Battery Point, San Francisco, in latitude 37° 41′ 49″, and longitude 122° 59′ 05″; a fixed light at Point Bornita, on the Point north side of entrance to San Francisco Bay, in latitude 37° 49′ 04″, and longitude 122° 30′ 50″; a fixed light at Fort Point, on the south side of the entrance to the harbour of San Francisco, in latitude 37° 49′ 27″, and longitude 122° 24′ 19″; a fixed light at Humboldt, on the north side of the entrance to Humboldt Harbour, in latitude 40° 46′ 04″, and longitude 124° 12′ 10″; a fixed light varied by flashes (intervals of 1½ minutes), at Crescent City, at the seaward extremity of the island, forming the southern and western side of the harbour, in latitude 41° 44′ 34″, and longitude 124° 11′ 22″; a fixed light, varied by flashes (intervals of 2 minutes) at Cape Drago, Oregon, on a small island at the western extremity of the Cape, in latitude 43° 20′ 38″, and longitude 124° 22′ 20″; a fixed light at Cape Hancock, Washington Territory, on the pitch of the Cape, at the mouth of the Columbia River, in latitude 46° 16′ 35″, and longitude 124° 02′ 00″; a fixed light, varied by flashes, at Shoalwater Bay, Washington territory, on Tako Point, north cape of the bay, in latitude 46° 44′ 11″, and longitude 124° 02′ 24″; a fixed light at Cape Flattery, on Tatoosh Island, half mile north-west of Cape Flattery, entrance to the Straits of Fuca, in latitude 48° 23′ 20″, and longitude 124° 43′ 48″, a fixed light at New Dungeness, on the outer end of the land-spit of that name, in the Straits of Fuca, in latitude 48° 10′ 59″, and longitude 123° 06′ 07″; a revolving light at Smith's, or Blunt's Island, 15 miles north-east of New Dungeness, and 13 miles north-north-west of entrance to Puget's Sound, in latitude 48° 19′ 11″, and longitude 122° 50′ 00″; a fixed light at Admiralty Head, on Red Bluff, Whitby's Island, entrance of Puget's Sound, in latitude 48° 09′ 21″, and longitude 122° 40′ 08″; a fixed light at Ediz Hook, on False Dungeness, Puget's Sound, in latitude 48° 08′ 56″, and longitude 123° 25′ 30″. Lighthouses are in course of erection at Santa Cruz, Point Pillar, Point Keyes, Point Arenas, Cape Mendocino (nearly completed), and Cape Blanco.

The receipts of gold and silver, the produce of this State, and the adjoining States of Oregon and Nevada, and the territories of Washington, Idaho, and Montana, amounted the past year to £10,319,500, to which must be added £793,860, received from British Columbia and Mexico, to make the total receipts of treasure at this port; of the receipts from the interior about £3,600,000 came to hand from Nevada, and was mainly the produce of the silver bearing lodes of that State. The receipts from all points at this port in 1866 amounted to £11,089,734, in 1865 to £10,773,370, in 1864 £10,702,600, and in 1863 £9,634,000. The exports of treasure the past five years have been as follows:—

Years.	Eastern Ports of the United States.	England.	China.	Other Ports.	Total.
	£	£	£	£	£
1867.....	4,671,180	1,168,230	1,806,300	689,540	8,335,250
1866.....	5,848,980	1,306,400	1,305,450	224,200	8,802,830
1865.....	4,116,680	3,146,920	1,394,625	454,425	9,112,650
1864.....	2,463,225	6,887,300	1,577,775	213,150	11,141,450
1863.....	2,077,865	5,693,450	841,275	616,200	9,228,790

The following gives the value and destination of exports, other than treasure, in the past five years:—

To	1867.	1866.	1865.	1864.	1863.
	£	£	£	£	£
Eastern Ports of the Union	1,352,075	1,148,875	1,254,080	1,033,250	848,450
Great Britain.. ..	1,663,730	521,850	235,130	191,170	339,565
Australian Colonies ..	12,600	533,290	109,360	125,950	97,540
China	265,070	303,840	246,750	274,820	249,250
Japan	162,200	26,750	24,510	9,900	8,800
Sandwich Islands ..	133,075	178,980	149,630	131,900	71,475
British Columbia ..	195,800	212,670	251,400	302,150	349,360
Mexico..	398,575	340,650	416,550	443,125	363,930
South America ..	154,100	76,225	108,300	52,225	56,540
Other Countries ..	155,925	117,700	115,050	79,775	23,650
Total ..	4,493,150	3,460,830	2,910,760	2,644,265	2,408,560

The most noticeable features in our exports are the great increase in the value of shipments to England, and the extension of our trade with Japan; the former is caused by the large shipments of wheat and flour, and the latter by the new steam communication. The value of the principal articles of California produce was as follows:—

	£
Flour	643,473
Wheat	1,890,540
Barley	13,570
Oats	2,900
Wool	243,100
Hides	65,800
Quicksilver	186,250
Ores	100,300
Tallow	6,000
Wine	27,400

The shipments of grain and flour during the year to all points have been as follows:—

To	Wheat.	Oats.	Barley.	Flour.
	Imp. Qr.	Imp. Qr.	Imp. Qr.	Barrels.
Great Britain..	768,070	..	535	42,279
Australia	..	..	2,434	..
New Zealand	707	420	..	1,650
British Columbia	250	220	1,102	2,658
Atlantic Ports of the Union ..	138,950	..	4,630	247,715
France..	9,580	..	..	..
Brazil	..	..	..	33,958
Monte Video	..	..	..	11,832
Chili	..	..	..	10,411
Peru	2,380	..	..	16,727
Central America	..	175	290	11,895
Panama	..	29	105	7,007
Mexico..	..	96	45	5,329
Sandwich Islands	..	1,025	225	6,170
Georgian do.	..	..	135	2,580
Phillippine do.	..	..	..	5,800
East Indies	290	..	..	2,500
North-Western Russian Possessions.	..	..	1,020	2,992
China	20,405	870	6,888	106,105
Japan	110	370	..	3,185
Total	940,742	3,205	17,409	523,793

The wheat is white, of superior quality, weighing 64 to 65 pounds a bushel; the cost free on board during the past year was :—

	s. *s.*	
In January ..	40 to 41	per imperial quarter.
February ..	38	do.
March.. ..	38 to 40	do.
April	44 to 50	do.
May	48 to 49	do.
June	39 to 45	do.
July	36 to 40	do.
August ..	37 to 40	do.
September ..	40 to 45	do.
October ..	45 to 50	do.
November ..	50 to 52	do.
December ..	55 to 58	do.

Freights to Liverpool direct, or to Cork for orders, were at £3 10*s.* to £3 17*s.* 6*d.* per ton in January and February, in the latter part of March they declined to £2 10*s.* to £2 15*s.*, and remained at about those rates till July, when they advanced to £3 5*s.* to £3 10*s.*, and continued without material change till December, when they fell to £2 10*s.* per ton. Large shipments of flour were made to New York, viâ the Isthmus, at a freight of 14*s.* a barrel. I give below the annual report of the leading grain broker.

" Receipts of grain and flour (California produce only) at the port of San Francisco :—

	Wheat.	Barley.	Oats.	Flour.
	100 lb. sacks.	100 lb. sacks.	100 lb. sacks.	Bushels.
From June 30th to December 31st, 1860.	1,462,760	338,912	205,702	77,071
From June 30th to December 31st, 1861.	1,189,507	343,983	260,484	79,106
From June 30th to December 31st, 1862.	1,249,890	241,885	122,633	98,358
From June 30th to December 31st, 1863.	1,330,364	423,355	215,707	63,283
From June 30th to December 31st, 1864.	397,577	291,751	183,166	47,165
From June 30th to December 31st, 1865.	1,256,705	682,903	198,547	86,866
From June 30th to December 31st, 1866.	2,985,055	375,697	235,334	126,490
From June 30th to December 31st, 1867.	4,049,992	440,085	174,022	153,387

The large increase in the receipts of wheat and flour during the past six months constitutes the most noticeable feature in this table, and may require a word of explanation. It is well known that our crop this year was not so large as that of 1866–7, but the impression prevailed, at the beginning of the season, that as the European and Eastern domestic crops promised well, prices here would rule low during the fall months. The farmers consequently parted with their wheat freely during July and August at current prices, which, although low compared with those that ruled subsequently, were in themselves fairly remunerative. In this way large contracts were made for future delivery, and as prices advanced in sympathy with enhancing rates in Europe they met the market freely, up to a time when speculation began to develop itself, and rates went up to a point at which exports became impossible, and business stopped. The farmers, in fact, became alarmed at the volume of export, and in many cases believed that we would not have enough breadstuffs left in the country to supply our own wants, and that famine prices would rule next summer. How foolish such a belief was is evidenced from the fact that we have at present a surplus of 50,000 tons of wheat over and above our own requirements, while the large crops of Oregon has hardly been touched, but it nevertheless existed, and the result was that our receipts in December were only 183,000 sacks of wheat, against 1,216,000 sacks in August, and 1,030,000 sacks in September.

The stock now remaining in the country is all in warehouse, and will probably come forward very slowly until spring is fairly at hand.

The high prices which have ruled for barley and oats ever since the harvest was gathered have also called forward large supplies of these grains, so that our receipts will compare not unfavourably with those of former years, but as we had but a meagre harvest to draw from, we cannot expect the receipts to continue during the six months at the same rate.

In regard to the next crop, it is too early as yet to speak with absolute certainty, but we can safely say that the prospect was never better than at present for a large yield of all descriptions of grain. The season has been most favourable for field work, and the area of land that will be brought under the plough will be larger than ever before. Should the close of the season prove as propitious as the beginning has been, the crop will exceed by certainly 33 per cent. any ever harvested in California.

Exports of flour and grain (California product only) from the port of San Francisco:—

	Wheat.	Barley.	Oats.	Flour.
	100 lb. sacks.	100 lb. sacks.	100 lb. sacks.	Barrels.
From July 1st, 1860, to June 30th, 1861.	1,528,226	316,795	102,541	179,653
From July 1st, 1861, to June 30th, 1862.	775,553	132,805	149,822	82,601
From July 1st, 1862, to June 30th, 1863.	1,159,748	30,424	39,511	141,488
From July 1st, 1863, to June 30th, 1864.	984,941	42,292	85,951	158,225
From July 1st, 1864, to June 30th, 1865.	23,818	8,104	3,511	52,424
From July 1st, 1865, to June 30th, 1866.	1,044,826	338,106	115,818	249,857
From July 1st, 1866, to June 30th, 1867.	3,642,505	166,212	88,414	485,493
From July 1st, 1867, to December 31st, 1867, six months	2,668,850	4,951	2,376	198,729

Our exports of wheat, as will be perceived from the above, have been very heavy during the half year, the great bulk of them going

directly to Great Britain. A few cargoes have been sent to France and to the Atlantic States, but the great drain has been for England. Australia has not taken a pound, and China but very little comparatively. Our exports of barley and oats have been the merest trifle, our great market for these cereals, Australia, having been fully supplied by the home crop. Prices here, too, have ruled high, so that the South American markets have been supplied from Valparaiso, where moderate rates have prevailed all the season. As will be seen by reference to our detailed statement of exports given below, we have exported flour to the extent of 200,000 barrels. A large part of this was sent to South American ports, where the enterprize of our merchants sought out and opened new markets to us, in Buenos Ayres, Rio, and Pernambuco. We have even sent some cargoes to Valparaiso, which hitherto has enjoyed almost a monopoly of the supply of the West Coast. It is gratifying to be able to state that the quality of our flour compared most favourably in these markets with what they were in the habit of receiving from other countries, and that the business, as far as heard from, has proved highly remunerative.

Wheat.—Our surplus of wheat at the gathering of the harvest "was estimated at 200,000 to 225,000 tons. Of this, 165,000 tons have been shipped away, and about 15,000 tons are held by shippers waiting transportation, leaving 35,000 tons in hands of farmers. The market opened in July at $1\frac{70}{100}$ dollar and $1\frac{75}{100}$ dollar, and advanced slowly to $1\frac{85}{100}$ dollar by the middle of September, when, in consequence of the rapid rise in price in Europe, based on the drawing certainty of poor corps in England and France, a sharp turn took it to 2 dollars, and by October 1st, it had touched $2\frac{25}{100}$ dollars per 100 lbs. By October 15th, $2\frac{60}{100}$ had been reached, and by the 1st December, $2\frac{75}{100}$ dollars, at which rate, with the standard of freight then established, export became impossible and business came to an abrupt stop. During the past month, sale of moderate sized parcels have been made at a somewhat lower figure, and we quote the market to-day, $2\frac{50}{100}$ dollars and $2\frac{60}{100}$ dollars per cental; but to secure large lots would be impossible at this figure, and any active demand would send prices up at once.

Barley.—As will be seen by reference to our tables, our exports of barley have been of the most meagre character. For two entire years this grain had ruled so low in this market as to leave no profit at all to farmers, and in consequence, last season the plant was exceedingly small. Still the stock of old barley was believed to be very large; and although an improvement in price was looked for in the course of the season, it was not expected much before January, and up to the middle of June the regular rate was 85 and 90 cents. per 100 lbs. As soon as the crop was gathered, however, prices commenced to advance rapidly, and by the end of August, $1\frac{90}{100}$ dollar was reached. The market since then has remained nearly stationary, and is at present rather dull at $1\frac{80}{100}$ and $1\frac{85}{100}$ dollar for feed, and $1\frac{90}{100}$ dollar for brewing, with small sales of Chevalier at $1\frac{95}{100}$ dollar. The demand from the interior, particularly from the Washoe district, has been active during the whole season, and many think that a further advance will be established in the spring. This, however, is problematical, and is, after all, of but little consequence to our friends abroad, as present prices are too high to admit of export. The high rates which have ruled during the past six months have naturally stimulated the farmers to plant freely, and we have every reason to expect a plentiful harvest next summer.

Oats.—Our remarks about barley apply in a great measure to oats.

There have been no exports of any consequence during the past six months, as Australia, our only real market abroad, has been fully supplied by the domestic crop. Rates throughout the season have sympathized with those ruling for barley, and at the close are quotable at $1\frac{75}{100}$ dollar and $1\frac{8}{100}$ dollar per 100 lbs., for ordinary to choice.

Flour.—Our exports have been about 200,000 barrels, of which 57,000 went to domestic Atlantic ports, 57,000 to South America, and 52,000 to China. The Isthmus trade to New York has measurably ceased, the shipments made by that route being small in amount and solely stimulated by reduced freight, brought about by the recently inaugurated opposition. Business at the present writing, and for a month or two passed, has been very dull, the demand for export having ceased, and considerable supplies of Oregon flour coming to hand by every steamer from the North, which are forced upon the market as soon as landed. The millers are hoping for an improved trade with China, consequent upon low rates of freight, but so far no improvement is to be noted. We quote superfine in half and quarter sacks, $6\frac{75}{100}$ dollars and 7 dollars, ditto in barrels $7\frac{75}{100}$ dollars; extra superfine, in halves and quarters, 7 dollars and $7\frac{25}{100}$ dollars; ditto in barrels, 8 dollars; baker's, in sacks, $7\frac{37\frac{1}{2}}{10}$ dollars and $7\frac{50}{100}$ dollars. These quotations are for standard brands. Outside brands can be bought at 25 cents. per barrel less.

Wool.—The clip the past year considerably exceeded that of any previous one, amounting to 9,607,625 lbs., but the condition was scarcely equal to expectation. Prices ruled low throughout the year, especially when the autumn clip came to market; in April, May, and June, the spring clip sold at from 9*d.* to 11*d.* per lb.; but the autumn clip was sold all through as low as 7*d.* to $8\frac{1}{2}$*d.* per lb.; even at these prices the exporters have suffered serious losses. The exports were:—

	lbs.
To New York, viâ the Isthmus	3,449,210
Ditto, per sailing vessel	3,288,366
Boston, ditto	294,988
Philadelphia ditto	25,057

The local factories purchased 2,975,000 lbs. The high, almost prohibitory, duties in the United States on foreign wool was mainly established for the protection of wool growers, but it has acted in a contrary way, as the wools formerly imported into the United States from Australia, Cape of Good Hope, South America, Mediterranean, &c., were essential to the home manufacturers for mixing with other wools, to give variety to their productions.

Hides.—The market opened in January at $7\frac{1}{2}$*d.* per lb., for dry hides, and 3*d.* to $3\frac{1}{4}$*d.* for salted; these figures continued till May, when there was a speculative movement, which forced up dry to 10*d.* to 11*d.* per lb.; but it soon subsided, and sales were made through the last half of the year at 7*d.* to 8*d.* per lb., for dry, to 3*d.* to $3\frac{1}{2}$*d.* for salted.

The following statement shows the imports of foreign merchandize during the past two years:—

Articles.	1867.	1866.
From France—	$	$
Brandy	63,928	51,427
Wine in bulk	231,609	219,291
Wine in bottles	83,508	69,919
Liquors, various	33,841	25,312
Olive Oil	39,919	33,870
Sundries	1,691,740	1,539,454
Total	2,148,645	1,939,273

From Central America and Mexico—

Articles.	1867.	1866.
	$	$
Dyewoods	3,142	2,719
Coffee	398,113	374,089
Sugar	68,404	58,159
Sundries	43,902	34,612
Total	513,561	469,579

From South America—

Coffee	129,849	121,971
Coal	12,505	9,520
Sundries	180,118	161,957
Total	322,472	293,448

From Australia—

Coal	143,509	139,911
Sundries	10,111	6,995
Total	153,620	146,906

From Japan—

Tea	338,497	301,855
Silk	1,082	580
Sundries	44,621	31,742
Total	384,200	334,177

From Great Britain—

Malt liquors	58,101	47,503
Cotton goods	562,402	534,539
Linen goods	599,212	561,967
Bagging goods	38,809	25,978
Woollen goods	391,781	385,758
Hardware	162,599	153,708
Wines and liquors	42,102	35,256
Coal	37,787	28,166
Sundries	1,812,148	1,747,146
Total	3,704,941	3,520,021

From China—

Tea	239,693	217,618
Sugar	51,666	57,059
Rice	934,819	825,818
Silk	13,641	10,075
Sundries	713,812	613,522
Total	1,953,631	1,724,092

From Victoria and British Columbia—

Coal	52,221	46,887
Malt liquors	3,083	1,652
Brandy	21,619	14,019
Sundries	212,404	180,149
Total	289,327	242,707

From Panama (in transit)—

Articles.	1867.	1866.
	$	$
Cotton goods	562,109	503,460
Silk goods	312,111	298,901
Woollen goods	613,187	590,804
Hardware	77,494	63,786
Boots and shoes	83,341	71,693
Cigars	183,161	..
Sundries	921,121	893,742
Total	2,752,524	2,422,386

From Phillippine Island—

Coffee	147,801	131,843
Sugar	701,284	688,342
Sundries	172,426	166,025
Total	1,021,511	986,210

From Hawaiian Islands—

Sugar	812,123	794,433
Molasses	106,182	94,145
Coffee	23,500	18,125
Sundries	319,721	303,806
Productions of Fisheries ..	42,112	37,190
Total	1,303,638	1,247,699

From Society Islands—

Oranges	6,843	..
Limes	5,101	8,227
Sundries	49,129	362,079
Total	61,073	370,306

From other Islands—

Wines	2,181	..
Liquors	1,701	..
Cotton goods	229	..
Woollen goods	426	244,103
Coffee	86,283	..
Rice	41,577	..
Sundries	213,417	..
Total	345,814	244,103

Coals.—The foreign importations have been as follows:—

	tons.
English	7,302
New South Wales	26,617
Chili	15,000
Vancouver Island	14,850
Amoor River	240

Besides which we have received from the Eastern States 48,500 tons anthracite, and 8,600 tons Cumberland; from Washington territory, 15,500 tons, and from our local mines at Mount Diablo, about forty miles from the city, 110,000 tons. In 1866, we received double the quantity from New South Wales, but that was an exceptionably large supply, caused by the number of vessels sent over here for cargoes of grain. There have been no great fluctuations in prices during the year. English and Scotch have been sold at £2 16*s.* to £3 per ton; New South Wales, at £2 4*s.* to £2 14*s.*; Chili, at £2 8*s.* to £2 12*s.*; and

Vancouver Island at £2 4*s.* to £2 12*s.* The small cargo from the Amoor River was the first received from the Siberian Coast.

Malt Liquors.—The consumption of English ale and porter has fallen off materially of late years, from the number of breweries established in this city and in different parts of the State; the imports the past year have been greatly in excess of several previous years, which has caused prices to rule unremunerative to the imports. The duty is 35 cents (about 1*s.* 6*d.*) a gallon on bottled, and 20 cents on draught beer. The price has ranged, for bottled, from 14*s.* to 17*s.* a dozen, and for draught £8 10*s.* to £10 per cask.

Metals.—The imports have been as follows:—

Iron, pig	7,925 tons.
„ bar	234,629 bars.
„ plate	23,567 packages.
„ various	57,954 bundles.
„ „	991 cases.
„ „	27,401 packages.
Tin plates	27,573 boxes.
Lead pipe	271 reels.
Steel, cases	1,977 cases.
„	3,568 bundles.
Sheathing metal	706 cases.

The trade is chiefly in few hands, who can generally control the market, and the past year prices have generally ruled high except for pig iron, which has been sold at from £7 to £8 per ton.

Coffee.—The duty is five cents per lb., equal to 22*s.* 6*d.* per cwt., when imported from place of growth in American vessels, otherwise 10 per cent. is added. The imports have been:—

	cwt.
From Brazil	16,853
Costa Rica	45,875
Java	11,668
Manilla	14,866
Sandwich Islands	750

In the early part of th year, Costa Rica sold at 102*s.* 6*d.*, and Rio at 104*s.* to 105*s.* per cwt. In April the market began to decline under excessive importations, and during July, August, and September, Costa Rica and Rio sold at 88*s.* 8*d.* to 91*s.*, and old Government Java at 112*s.*; there was little change to the close of the year, when the stock of all descriptions on hand amounted to about 35,700 cwt. The monthly consumption approximates to 5,400 cwt.

Rice.—The duty on cleaned is 2½ cents per lb., equal to 11*s.* 8*d.* per cwt.; on uncleaned, 2 cents, and Paddy, 1½ cent. The imports have been:—

	cwt.
Of China	129,600
Siam	2,950
Central America	470
Java	335
Sandwich Islands	8,060

In the early part of the year, first quality China sold at 30*s.* to 31*s.* 6*d.* per cwt. In May there was a decline of 4*s.* to 5*s.* per cwt., which was recovered towards the close of the year. Siam sold at about 4*s.* per cwt. under China.

Tea.—The importations the past year, though less than in 1866, were greatly in excess of the consumption, and the steam communication has thrown the trade into many new channels, which has resulted

in supplies of particular teas, either unsuited to the market or in quantity, beyond the requirements of the coast. Prices ruled low throughout the year, and would have been still more unremunerative to the importer had not the market been relieved by large shipments to New York, viâ the Isthmus. It is anticipated that with the opening of the new ports in Japan, we shall continue to have excessive importations. The total receipts were 2,027,332 lbs., of which 844,434 lbs. came from Japan.

Sugars.—The importations in 1867 were as follows:—

	cwt.
From Manilla	98,006
Sandwich Islands	134,576
Batavia	24,215
Peru	57,241
Central America	13,248
China	2,528
Siam	1,358
Georgian Islands	31
Total from Foreign Ports	331,203
From Atlantic Ports of United States	1,688
Total Imports	332,891

The consumption of raw sugars in the year was 305,337 cwt., of refined yellows, 62,880 cwt., and of refined white, 102,014 cwt. The stock on hand at the close amounted to 99,607 cwt., of which 66,527 cwt. were in the hands of the refining companies. In the year we exported 1,388 cwt. of foreign raw, 2,768 of crushed, 180 of yellow refined, and 2,634 cwt. of white refined. In the early part of the year prices ruled below the cost of importation; but in the spring there was an improvement, which continued to the close of the year, the importers, on the whole, doing a satisfactory business. The competition between the refiners caused the prices of refined sugars to range low. The Sandeville Island sugars are in great favour. A Reciprocity Treaty has been made between the United States and the Sandwich Islands for the introduction, for seven years, of the products of the respective countries, free of duty; it has been confirmed by the King of the Sandwich Islands, and is now before the Senate of the United States for ratification. I very much doubt if the Senate will confirm it. The duty on sugars varied from 3 and 4 cents per lb., equal to 13*s.* 6*d.* to 18*s.* per cwt.

Manufactures of Cotton, Wool, and Linen.—The market for dry goods was in a depressed condition during the whole of the past year; very large sales were made both to the interior and city trade, but the prices obtained were very low, and, in a majority of cases, below the cost of importation; this was owing to two causes chiefly; firstly, to the continued depreciation of the raw articles; and, secondly, to excessive importations, on account of which very large quantities of goods were thrown into the auction houses, and sold at ruinous prices. Manufactures of cotton naturally suffered more than any other, and importers sustained heavy losses. At the present low prices of cotton goods, it is impossible for the British article to compete with the American, the duty, which was formerly protective, being now almost prohibitive. Woollen goods have also suffered very much by the heavy importations, but still there has been a small margin for profit in Bradford goods, such as alpacas, Italian cloths, and common dress goods. Huddersfield goods were sold at a great sacrifice, and the duty is really prohibitive. Linen goods were in very good demand, and

large quantities were sold; but, as in the case of other articles, the importation was excessive and the price low. The duty on linen goods is not nearly so heavy as on cotton and woollen manufactures, and there will always be a fair trade done in some kinds of British goods. Dundee goods, such as burlaps, bags, &c., have been sold largely at prices leaving a small profit to the importer. All our grain is put into bags, and the consumption is consequently immense. There is every prospect of a good grain crop this season, and more bags will be required than in any previous year.

Agriculture.—The area of land in this State is about 100,000,000 acres, and it has been estimated that over one-third is adapted to agriculture; this estimate is undoubtedly a sanguine one, but the capacity of the State for the growth of cereals is enormous, and vast quantities of hilly and swamp land, favourably situated, not at present tilled, will be made use of when the more desirable lands are occupied. The past year, the total area of land under cultivation did not exceed 1,850,000 acres, and with a harvest below the average, we had for export 1,000,000 quarters of wheat; it is easy to see from this what a future the State has before her, with an increased population and railway communications, as a furnisher of grain to other countries; the distance from England and France, though great, is of little consequence, the grain grown here being harvested in such a dry condition, as to bear the voyage of from four to five months, without any deterioration in quality. The absence of rain in the summer months, enables the farmers to thrash in the field, and thus save much labour; the dryness of the grain when harvested causes a good deal to be shed, but it is frequently made use of by being left to grow as a "volunteer" crop, the following year, and it is not unusual for this second crop to yield 50 per cent. of the original. Wheat has been found the past two years to pay better than other grain, and the quantity of oats and barley sown has not increased materially in consequence. One serious thing in connection with farming is, that no attention is paid to rotation of crops; wheat follows wheat, or barley barley, without a thought being given to the inevitable exhaustion of the soil, sooner or later; however, many assert that the land does not deteriorate by the system, that without the aid of guano or manure of any kind, they have grown grain for nine or ten consecutive years, without any diminution of the crop. The grape vine is cultivated in all parts of the State, and although the manufacture of wine has not proved lucrative, it is estimated that the quantity will approximate to 2,000,000 gallons, a good deal of which has however been distilled into brandy, which is found to pay better, even with the present excise duty of one dollar per gallon. Fruits of almost every known variety grow luxuriantly, apples and pears are in plentiful supply throughout the year; during the past season 180,000 boxes (averaging 40 lbs. each) of peaches were sent to this market, cherries, strawberries, plums, quinces, raspberries, figs, gooseberries, and currants were plentiful for several weeks; from the southern part of the State were received large supplies of oranges, lemons, quinces, olives, and walnuts. Apples, pears, peaches, plums, and figs are dried in considerable quantities, and we shall be able in two or three years to supply other markets.

Mining.—Gold mining in this State, the past year, has been on the whole prosperous; hydraulic, (washing down under a high pressure of water,) tunnel, and quartz mining, attracting yearly more the attention of capitalists; so many means of saving labour are now resorted to, that quartz, and other mines, considered some years ago valueless,

are made to yield a profitable return, the Placer, and River Diggings, nearly exhausted, being left to Chinamen. In a compilation taken mainly from the assessor's reports, the number of quartz mills is put down at 413, with an average of 10½ stamps to each; calculating each to crush a ton in the 24 hours of rock, dirt, and clay, with a yield of £1 12*s.* 0*d.* per ton, the total yield of gold extracted in this way would amount to £2,100,000, which is supposed by practical people to be a fair approximate to the actual result.

The quartz mines are many of them worked now to a depth of 800 to 1,000 feet, and in many instances the rock has been gradually getting richer, as the downward work proceeded. The most prosperous mine in the State has yielded to its owners for the past twelve years, from £5 to £8,000 monthly. Old river beds which are reached by tunnelling or washing down the overlaying earth, are frequently found to yield a very profitable return; but hydraulic mining is subject to fewer vicissitudes, and can be worked to an almost unlimited extent, and is therefore more attractive than any other description of mining. Silver mining in the neighbouring State of Neveda is still the leading feature of it; these mines are chiefly worked by companies, incorporated in this State, and having their head-quarters in this city; the following report compiled from one of our leading papers, as also the statement of bullion receipts for the past year, from some of the leading mines, will be found interesting:—

"Shares in mines situated along the Courstock lode, greatly depreciated in value during the last quarter of the year just closed. Whether this depreciation was based on the less favourable aspect of the mines; whether it resulted from prices having previously reached a higher figure than their then condition warranted, and thus falling off was but the natural and legitimate result of former excessive inflation; or, finally, whether it was solely and chiefly brought about by combinations effected for speculative purposes, are points subject to conjecture, and concerning which, as always heretofore, even the best informed upon the subject fail to agree. While it may safely be conceded that several and perhaps all these elements enter into the causes of this depression, and while it is conceded that the product of bullion turned out by this lode was larger last year than ever before, it is not to be denied, that the body of pay ore, obtainable above present levels appears to be well nigh exhausted in the claims of several of the leading mining companies, and, in some cases, with no very encouraging prospect of striking fresh supplies immediately below. That such is the case in the 'Gould and Curry,' 'Hale and Worcross,' 'Ophir,' 'Mexican,' and perhaps to some extent also in the ground of other Companies, is not to be concealed. At the same time the ores in most of the claims are gradually falling to a lower grade, though the mass of pay matter is not in all cases diminishing its bulk. Perhaps a more correct way of stating this fact, however, would be to say, that, owing to the introduction of more perfect machinery and processes, and a larger and better experience gained generally in the business, the millmen are now able to reduce, with profit, a poorer class of ores than formerly, whereby the general grade of those worked, has been reduced. That such is the case, is undeniably true, wherefore this may be accepted as a tenable theory in regard to the question of the gradual impoverishment of the ores. But, if we admit the foregoing facts, and assume that the ore supply has been cut off, for the present, in a few of the claims along the Courstock vein, we can see no good reason why these stocks should further decline, if they may not in some instances be expected to appreciate materially. All masterly

deep-fissured veins, to which class the Courstock unquestionably belongs, are known to be more or less marked by certain eccentricities, not only in the line of their strike, but also in the disposition of their ore channels. All mining experience in other countries, and the science of geology, teach this to be true. Reasoning by analogy then, we may expect the same thing to occur in this, as in other veins of great power. But from the same sources we learn that these mother veins maintain the continuity of their ore-bearing channel, to the greatest attainable depths. These sometimes suffer serious displacement, and local interruptions, but never cease to exist nor are wholly lost.

"As in the case of the Courstock, the mass of ore usually increases in bulk, but diminishes in richness somewhat, when certain points beneath the surface are reached: after which it remains nearly the same, rarely ever, as experience shews, becoming exhausted, or shifting wholly beyond reach. Keeping these precedents in view, and relying on the teachings of science, our faith remains firm in the persistence of the ore channels, and the continued productiveness of the Veta Madre of Nevada. But while it is not to be supposed that the pay ores of the Courstock will wholly give out, or for a long time be worked below remunerative depths, it should be borne in mind that many other mines in the vicinity, among what are denominated 'outside' claims, are beginning to show a capacity to yield pay ores in notable quantities; several of this class have lately been developed to a productive condition, with a prospect of others soon following; wherefore the mills now dependant on the Courstock for their supplies, are likely soon to have other resources to rely upon, at least to some extent very soon, and possibly to a much greater in the course of a few years. With these auxiliaries, it would seem as if the mills generally about Virginia, would not be obliged to close for a long time, through want of ores, rendering them at least a passably good property; and, as some of the leading Companies claiming on the Courstock, own large and well appointed establishments of this kind, we do not see much room for shares in their several mines to suffer a further decline in price; the plant alone, of a number, such as the 'Gould and Curry,' and the 'Ophir,' being worth—the latter more, and the former nearly as much—as their entire property is selling for.

"During the past year the companies mining on the Comstock lode declared dividends to the amount of 4,000,000 of dollars. The dividends of the year previous were only 1,754,400 dollars, showing an increase of 2,245,600 dollars. In 1867 the assessments levied by 20 companies reached 1,296,250 dollars, against 1,194,820 dollars levied by 14 companies in 1866. Owing to the impassable condition of the roads, we have been unable to complete our bullion statistics in time for publication for this issue, thus far, the last quarter not having been received.

"'Hall and Norcross' seldom came into the market during the first half of 1867, being firmly held at about 3,500 dollars per foot. Sales commenced to be freely made in the fall of the year, and the stock rapidly declined until the 9th of October, when it reached the lowest point, 440 dollars per foot, since which time it gradually improved to 1,350 dollars at the close of the year. On the 27th of November, this company increased the value of its share from 500 dollars to 1,500 dollars each, making the capital stock amount to 1,200,000 dollars. Since February, 1866, this mine produced 2,318,740$\frac{33}{100}$ dollars in bullion; the assessments, since date of incorporation, foot up 410,000 dollars,

and the dividends paid from July, 1866, to September, 1867, amount to 790,000 dollars, being equal to 987$\frac{50}{100}$ dollars per share, or 1,975 dollars per foot. Ore produced in 1867, 30,000$\frac{1}{4}$ tons.

"'Chollar-Potosi' has been one of the most active stocks on the list; the large bullion product during the summer months, and equally large dividends, making it a desirable stock to hold. It rose from 215 dollars in January to 662 dollars in May, gradually fell to 114 dollars November 7th, and improved to 146 dollars at the close of the year. This Company was incorporated April 15th, 1865, since which time to the close of 1867, its bullion product amounted to 3,704,816$\frac{49}{100}$ dollars; dividends disbursed during the same period 420,000 dollars, and levied assessments amounting to 22,000 dollars. As compared with 1866, the receipts of bullion in 1867 show an increase of 1,820,136 dollars. Six dividends of 70,000 dollars each, comprising the above amount were paid in 1867—equal to 150 dollars per share—and one assessment of 15 dollars per share—42,000 dollars, was levied in December.

"'Gould and Curry' has not been in the market to a large extent during the year under review, and the range has been from 370 dollars to 800 dollars per foot during the first half of 1867, falling to 275 dollars in October, improving to 330 dollars, and early in November reaching the lowest point—225 dollars, advancing to 370 dollars on December 19th. From June, 1860, to the close of 1867, this mine produced 14,282,876 dollars. The assessments, during the same period, amounted to 297,600 dollars, while the dividends disbursed foot up the large sum of 3,778,800 dollars. In 1867 26,479$\frac{3}{4}$ dollars tons of ore were reduced, and the bullion yield was 614,620$\frac{51}{100}$ dollars, against 1,654,781 dollars in 1866.

"'Savage' reached its highest market price during the year, in July, when it sold for 5,000 dollars per foot, or 250 dollars per share, and under the division of the stock into 20 shares to the foot, sold during the remainder of the year to a very large extent, and at a very marked decline, selling as low as 88 dollars per share early in November, realizing 120 dollars at the close of the year. This Company has paid monthly dividends during the entire year, aggregating 1,600,000 dollars being equal to 100 dollars per share; in 1866 20 dollars per share were disbursed. Delay in receipt of information from Nevada prevents us from giving a complete bullion statement for the year.

"'Yellow Jacket,' like the majority of the more prominent stocks, obtained its highest figure in the month of June, selling at 2,030 dollars per share, then sold at variable prices, dropping to 310 dollars on November 23rd, gradually rose to 790 dollars at the close of 1867. Owing to the almost impassable condition of roads, we have been unable to obtain the aggregate bullion product of this Company in time for publication in this issue of our paper. The dividends in 1866 amounted to 325 dollars per share, against 250 dollars in 1867, and the assessments in 1866 were 150 dollars per foot, against 200 dollars in 1867.

"'Crown Point' was in good request during the first quarter of the year, and gained its highest price in June, 2,330 dollars per foot, declined to 890 dollars the following month, rose to 1,650 dollars in August, dropped to 470 dollars in November, then sold at fluctuating prices, reaching 800 dollars at the close of the year. This Company was incorporated February 8th, 1861, and up to the close of 1867 yielded 2,629,133 dollars in bullion. The dividends disbursed from March, 1866, to May, 1867, aggregated 498,000 dollars. The assess-

ments, since its incorporation foot up 215,370 dollars. In 1866 the bullion amounted to 1,312,471 dollars; and in 1867 to 924,746 dollars. Ore reduced in 1867, 26,459 tons.

"'Kentuck' made it appearance in the market in May, selling at 180 dollars, reaching its highest price at the close of June, 560 dollars per share, dropping to 155 dollars September 17th, rising to 265 dollars in October, falling to 95 dollars November 5th, the lowest price obtained during the year, and on December 24th sold at 280 dollars. The aggregate product of this company since its incorporation is 1,709,744$\frac{39}{100}$ dollars, out of which sum 622,000 were disbursed in dividends. In 1867 the receipts amounted to 1,137,248$\frac{88}{100}$ dollars, and during the same year 26,533 dollars tons of ore were reduced. The receipts in December amounted to nearly 70,000 dollars, with final clean-up to hear from, which it is thought will swell the above figures some 20,000 dollars.

"'Empire' reached 202 dollars per share in April, sold within a range of 160 dollars, and 185 dollars during the succeeding six months, dropped to 145 dollars in October, rose to 175 dollars, and at the close of December realized at 160 dollars. This Company was incorporated in 1863, and has never levied any assessments. The total bullion product, to the close of 1867, was 2,292,392 dollars, and its total dividends aggregate 514,572 dollars. In 1867 the receipts amounted to 294,583$\frac{60}{100}$ dollars. The bullion returns for December foot up 17,604 dollars.

"'Imperial' advanced from 130 dollars in January to 282 dollars in April; receded to 186 dollars in May, rose to 237 dollars in July, dropped to 107$\frac{50}{100}$ dollars early in October, advanced to 195 dollars in November, and sold at 164 dollars at the close of the year. The dividends paid in 1867 amounted to 95 dollars, and 1866 to 44 dollars per share.

"'Ophir' has not been unusually active during the year, selling at 145 dollars in February, at 475 dollars at the beginning of May, dropping to 30 dollars in October, and the close of the year realizing 55 dollars. The yield of this mine from 1860 to the close of 1867, was 5,286,630 dollars, the largest amount being obtained in 1863, amounting to 1,514,222 dollars, and the smallest product was in 1867, being only 4,108 dollars. From July 17th, 1860, to March, 1864, 1,394,400 dollars were disbursed in dividends, equal to 83 dollars per share, or 996 dollars per foot. The aggregate assessments were 304 dollars per foot, or 425,000 dollars.

"'Overman' has been an exceedingly fluctuating stock during the year 1867, rose to 247$\frac{50}{100}$ dollars in July, then rapidly falling to less than 100 dollars, selling in September at 37 dollars and 35 dollars, then obtained unusual activity, rising to 107$\frac{50}{100}$ dollars in November, dropping to 44 dollars, and at the close of the year, selling at 152$\frac{50}{100}$ dollars. The total bullion product, since the incorporation of this Company to the close of 1867, reached 220,274$\frac{32}{100}$ dollars, the assessment during the same period amounting to 288,000 dollars. In 1867 the bullion yield amounted to 192,318$\frac{70}{100}$ dollars; the assessments of 1866 amounted to 208,000 dollars against 32,000 dollars in 1867. The approximate amount of ore reduced, from June to the end of the year, is stated at 10,386 tons.

"'Confidence' was moderately active during the spring and summer, opening in January at 80 dollars, falling to 10 dollars in March, rising to 130 dollars in August, the last recorded public sale being made at 35 dollars on November 21st. This Company was incorporated August 11th, 1865, and the total product to the close of

1867 is stated at 780,856$\frac{29}{100}$ dollars; assessments 181,350 dollars, and dividend 78,000 dollars. In 1867 the bullion yield was 143,147$\frac{50}{100}$ dollars against 304,931 $\frac{71}{100}$ dollars in 1866, being a decrease of 161,784$\frac{13}{100}$ dollars in the first named year. The ore sold and reduced amounted to 15,336 tons.

"'Gold Hill Quartz' was placed in the market in the spring of 1867, selling at 200 dollars per share, rose to 240 dollars at the close of June, dropped to 75 dollars in September, advanced to 132$\frac{50}{100}$ at the close of November, receded to 74 dollars and at the close of the year sold at 80 dollars. This Company was incorporated February 5th, 1867. In 1867 the bullion product amounted to 105,000 dollars, and the dividends disbursed during the same period aggregate 33,750 dollars. The ore reduced in 1867 amounted to 4,424 tons."

BULLION—Receipts of the following Claims for the year 1867.

Company.	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Totals.
	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.	$ c.
Hale and Norcross	102,371 12	117,639 44	79,144 02	76,462 58	150,826 68	117,728 23	133,906 17	124,664 69	71,920 24	49,980 00	57,655 81	14,767 65	1,097,297 23
Savage	250,000 00	270,000 00	150,000 00	337,000 00	408,000 00	370,493 96	375,000 00	359,644 37	360,295 29	352,066 62	310,681 01	188,600 00	3,731,781 25
Crown Point	140,000 00	129,850 00	64,541 58	63,971 60	82,000 00	77,550 00	120,043 00	54,291 85	49,000 00	49,000 00	50,300 00	47,000 00	927,547 43
Yellow Jacket	156,200 37	117,488 97	108,913 85	222,075 44	278,684 63	195,913 65	160,000 00	150,000 00	130,000 00	...	...	...	1,519,276 91
Gould and Curry	66,423 02	45,165 41	52,878 47	63,130 19	74,862 69	44,446 46	...	30,043 11	75,842 74	65,474 86	87,019 79	6,117 90	611,404 63
Chollar-Potosi	80,000 00	100,000 00	86,000 00	245,094 00	334,489 17	345,000 00	311,681 17	350,000 00	252,000 00	165,000 00	146,000 00	71,446 17	2,486,710 51
Empire Mill and Mining Company	35,153 00	26,787 00	23,081 00	22,384 66	21,933 00	21,500 00	26,212 32	22,333 80	18,689 40	20,579 48	18,000 00	16,827 72	274,081 38
Imperial	115,948 87	116,200 00	90,431 96	95,162 91	94,000 00	107,000 00	99,627 54	89,280 00	97,980 00	68,895 00	63,368 43	68,570 75	1,106,465 26
Confidence	24,006 10	11,411 00	8,052 71	18,202 78	12,000 00	14,000 00	16,527 52	12,304 17	11,310 11	13,547 71	...	...	141,362 10
Kentuck	46,674 71	70,000 00	58,572 85	108,953 53	132,333 88	130,255 51	125,767 31	104,215 35	101,000 00	102,226 03	65,154 77	98,296 57	1,143,450 51
Gold Hill, Quartz Mill, and Mining Company	5,304 89	9,665 02	7,443 37	9,049 26	11,021 43	12,410 81	10,380 47	9,910 57	3,295 91	11,053 64	12,289 67	4,304 86	106,129 40
Overman	...	...	...	...	...	9,409 11	38,278 22	34,404 35	12,021 19	34,642 82	43,562 94	19,992 29	192,310 99
Totals	1,022,281 98	1,014,286 84	729,060 31	1,261,986 35	1,606,151 47	1,445,707 73	1,417,523 72	1,341,092 26	1,183,384 88	932,466 23	854,032 42	585,923 41	13,337,817 60

The mining region to the north of this, comprised in the State of Oregon, and the territories of Washington, Idaho, and Montana (the product of all of which, except that of the eastern portion of Montana, came to this port), is now yielding abundantly. The mines of Oregon, and part of Washington territory, have been worked for many years, but those of Idaho and Montana have only recently attracted a mining population, but they are now fast filling up; in these regions there are numerous "Placer" and river bed mines, many of which yield from 10 to 16 dollars to the hand per day.

Copper mining has not prospered the past year, in fact nearly all the mines have been closed in consequence of the low price of copper in England; at present ore under 10 to 12 per cent. cannot be successfully worked, and although we have an abundance of low class ores, averaging 7 to 8 per cent., they are valueless at present, labour and fuel being too high to permit of their being reduced to "Regulus."

Quicksilver.—The new Almaden mine, now owned by a New York Company, has yielded the past year 24,460 flasks, being a less product than for several previous years. The Gaudeloupe Mine, near the New Almaden, and one that has been worked at intervals for many years, yielded 1,436 flasks; the New Idria Mine, in the same range of hills, but 100 miles to the south, has greatly improved since it was opened ten years since, the product amounting to 11,500 flasks; the Redington Mining Company, owning a mine in Nassa County, about 100 miles to the north of this city, are working vigorously, and last year their yield amounted to 8,946 flasks. The total yield of all the mines in California has been 46,342 flasks.

Tin.—In Jos Angeles County tin ore is found in quantity, but no mine has yet been worked to an extent to determine its value.

Mangariese.—This mineral is taken from a rock in this bay, and some quantity has been shipped to England.

Borax.—This mineral is found in a crystallised form in a large shallow lake about 75 to 80 miles to the north of this city; 600 tons were taken out last year, 550 of which were shipped to New York. The small quantity disposed of in this market has realized 400 dollars (£80) per ton. The company who own the lake expect to take a much larger quantity out this year.

Railroads.—Progress has been made the past year in most of the lines actually in course of construction. The "Central Pacific" extended their line from Cisco (93 miles from Sacramento) over the summit of the Sierra Nevada Mountains, and for 20 miles on the eastern slope, thus overcoming the greatest difficulty presenting itself in the construction of the Great Pacific Railroad; the actual summit is 7,242 feet above the level of the sea, but by cutting a tunnel of 1,600 feet in length the line passes it at an elevation of 7,011 feet; this line will connect with the one coming west, the two to form the Great Pacific Railroad, the whole length of which it is expected will be completed in three years. The "Western Pacific," projected to go from San José (near the head of the Bay of San Francisco) to Stockton, thence to Sacramento, and connect with the Central Pacific, has not advanced the past six months, but active work will shortly be resumed A road has been projected and partially surveyed between this State and Oregon, and Congress has granted aid to the extent of ten miles of each side of the road, of every alternate section of public land; work will probably be commenced this year.

Surveys have been made for a continuance of the line from San José, south; this road is much required, to bring into profitable cultivation some of the best lands of the State. A company has recently

been formed in this city to build a road from San José to the Colorado River, there to connect with the southern road, from Missouri through New Mexico and Arizoua, the two to form the Southern Pacific Line.

Work has been done on the line building from Vallejo to Sacramento; pecuniary difficulties have hitherto prevented its being pushed rapidly ahead, but these are reported to have been overcome.

Telegraphs.—There has been no extension the past year to the telegraphs on this coast. A rival line is projected across the Continent, and will, no doubt, be built before long. The present charge for telegrams to and from New York and other eastern cities is 50 cents, or 2*s.* a word. Since the concession by the Atlantic Telegraph Company of five words of the address, date and signature free, the ordinary charge from this to New York is added to that of the Atlantic Cable, which was not previously the case.

The following statement shows the amount of internal revenue received in this district (comprising the countries of San Francisco and San Mateo) during the fiscal year ended the 30th June last:—

Distilled Spirits. Dollars.	Cigars. Dollars.	Refined Sugar. Dollars.	Tobacco. Dollars.	Bullion. Dollars.	Income. Dollars.
1,756,095	232,790	93,690	599,480	212,315	1,005,256

Total from all sources, 3,899,626 dollars currency.

The following have been the custom duties received at this port during the past four years:—

In 1864	6,298,310	gold dollars.
1865	5,990,795	"
1866	6,960,361	"
1867	7,442,881	"

The disbursements for army purposes on this coast in 1867, amountsd to 9,770,280 dollars.

STATE FINANCES.

	Gold dollars.
Receipts from County Treasurers in fiscal year ended 30th June, 1867	2,220,456 95
From other Sources:—	
Sale of Stamps	112,115 43
Stamp Inspectors	746 00
Commissioners of Emigration	13,617 10
Harbour Commissioners	207,464 19
Secretary of State	3,870 70
Register of Land Office	518 81
Sale of Soldiers' Bounty Bonds	1,028,720 00
Interest on Bonds in trust for School Fund	51,109 55
Interest on Bonds in trust for Seminary	1,295 00
Sundries	220 00
Total	3,640,133 73
Balance in Treasury, 30th June	654,912 58

	Dollars.	c.
Expenditure for Executive Department	76,181	38
Legislative ditto	10,514	57
Judicial ditto	114,564	24
State Library	13,130	70
Support of Insane	171,437	35
Support of Deaf, Dumb, and Blind	40,000	00
State Prisons	50,000	00
Support of Indigent Sick	14,061	45
Charitable Institutions	34,500	00
Support of Common Schools	233,254	51
State Printing	42,314	63
Redemption of State Bonds	417,411	44
Purchase of State Bonds	17,725	75
Interest on State Debt	505,543	26
Military purposes	702,698	06
Reclamation of Swamp Lands	70,709	87
Miscellaneous purposes	440,186	56
Total	2,954,233	79

Annual assessment of real and personal property (for the purposes of taxation) for the past five years :—

In 1863	174,104,955 dollars.
1864	180,484,949 „
1865	183,509,161 „
1866	200,764,135 „
1867 (incomplete)	211,466,101 „

The total funded debt of the State amounted to 5,126,500 dollars.

CITY and County Finances. Bonded Debt, July 1st, 1867.

Issued in	By the	Payable in	Annual per Cent.	Interest payable in	Annual Sinking Fund.	Bonds in Circulation.
					Dollars.	Dollars.
1851	City	1871	10	San Francisco	50,000	1,257,900
1855	City	1875	6	New York	21,000	269,500
1858	City and County	1888	6	San Francisco	45,000	1,133,500
1860	School Department	1870	10	New York	5,000	54,500
1861	Ditto	1870	10	Ditto	2,500	16,000
1862-3	City and County for San José R.R.	1877-8	7	San Francisco	About 20,000	277,000
1863	City and County for City Slip	1883	7	Ditto	About 40,000	852,267
1864	City and County for City Slip	1884	7	Ditto	..	28,000
1864	Central Pacific R.R.	1894	7	Ditto	..	400,000
1865	Western Pacific R.R.	1895	7	Ditto	..	250,000
1866-7	School Department	1881	7	Ditto	15,000	210,000
	Total Bonds in circulation					4,748,667

Revenue for 1867 :—

Taxes. Dollars.	State and County Licences. Dollars.	Municipal Licences. Dollars.	Sale of Bonds. Dollars.	Other Sources. Dollars.	Total. Dollars.
1,482,476	93,901	31,762	125,965	107,647	1,841,751

Municipal expenses for 1867:—

Current Expenses. Dollars.	Permanent Improvements. Dollars.	Interest. Dolars.	Reduction of Debt. Dollars.	Old Claims. Dollars.	Total. Dollars.
939,285	188,073	213,353	354,686	71,166	1,766,563

The tax on real and personal property was last year $3\frac{1}{100}$ per cent.

Gold is still recognised as the currency of the State, but in contracts it is necessary to have inserted, "payment to be made in United States gold coin."

There are seven savings' banks established in this city, in which the deposits amount to 15,000,000 dollars; the interest accruing to depositors averages $10\frac{1}{2}$ per cent. per annum. The principal banking establishment is a local one, with a paid up capital of 5,000,000 dollars. Three English Joint Stock Banks and one private one do a fair share of the business.

Exchange on England has varied for 48 to 49 the dollar, and on New York from 1 to $1\frac{1}{2}$ per cent. premium.

One per cent. per month is the current rate of interest on good commercial paper. Long loans on mortgage can be obtained at 9 to 10 per cent. per annum.

State and City 7 per cent. bonds have ranged in value from 82 to 90 cents on the dollar; 87 to 88 cents being the present value of the former, and 90 cents of the latter.

I estimate the value of merchandize passing through British hands at £3,500,000.

A dry dock, situated at Hunter's Point, about $4\frac{1}{2}$ miles from the city, is nearly completed; its dimensions at the top are 465 feet in length, by 125 in width, and at the bottom 400 feet by 80; its depth is sufficient to admit vessels drawing 22 feet of water. The dock is excavated out of solid rock, and will be a great acquisition to the port.

The population of the city, as given by the local Directory, a carefully compiled work, is as follows:—

White males over 21 years of age	45,000
White females over 18 years of age	27,000
White males and females under legal age	40,000
Chinese males and females	3,600
Coloured males and females	2,500
Floating population	13,000
Total	131,100

The arrivals by sea, in 1867, were 35,683, and the departures 20,419. Immigration from the Australian colonies, which had almost entirely ceased for several years, has again commenced, the arrivals amounting to over 1,500 persons. A great many of the early settlers in Vancouver Island and British Columbia have removed to this State, and a large proportion of those who went there from this State have returned to it.

Land in and about the city has increased greatly in value the past year, and in no previous one has there been an equal activity in real estate transactions. In solidity and appearance the city has also much improved, the estimated cost of the improvements approximating to £2,000,000. Streets have been opened and graded in all directions, and three times the present population could live within the limits of the improved part of the city.

Two large woollen mills have been in successful operation for several years, one of them has recently added works for the manufacture of all kinds of knit goods. Another establishment for the manufacture of knit goods has been worked for the past year. A cotton mill, erected some two years since, on the opposite side of the Bay, has been gradually extending its business, and now manufactures 30,000 yards of shirtings monthly; last year the product amounted to 100,000 yards of shirtings and 50,000 of brown sheeting. A small portion of the cotton used is drawn from the southern portion of this State.

The California Powder Company last year manufactured 153,000 kegs of blasting, and 7,300 kegs of fine powder.

All the machinery required on the coast is manufactured in this city, and in other parts of the State. A cordage factory turned out last year 2,000,000 lbs. of cordage, and manufactures the largest sized hawsers. A wire rope factory is doing a large business, and the proprietors have erected several suspension bridges in the State, in a most creditable manner. Several potteries have been established within the past two or three years, and works with clay of a superior quality, found in several parts of the State. There are twelve soap factories in the city and neighbourhood, manufacturing the common qualities to an extent to supply the entire requirements of this northern coast. Almost every branch of industry is represented here, and in a few years no manufactured articles of any kind whatever will be required from the eastern States.

The following are tables of rain fallen in this city in the past ten years:—

In 1858–59	..	22·22 inches.	In 1863–64	..	10·08 inches.
1859–60	..	22·27 „	1864–65	..	24·73 „
1860–61	..	19·72 „	1865–66	..	22·93 „
1861–62	..	49·27 „	1866–67	..	33·84 „
1862–63	..	13·62 „	1867–68	..	32·50 „

The rainy season commences in November and ends usually with March, the greatest quantity falling in January.

The following are the current rates of wages in this state:—

		s.	s.
Miners	per diem	10 to	14
Blacksmiths	„	14	16
Carpenters	„	14	18
Engineers	„	16	24
Stevedores	„	20	
Stonemasons	„	14	16
Coopers	„	12	
Sailmakers	„	14	18
Labourers	„	6	8
		£	£
Teamsters	per month	10	12
Porters	„	10	13
Farm labourers, with board, &c. ..	„	4	5
Domestic servants, do. ..	„	4	10
Seamen's wage:—			
Foreign voyage	„	5	
Coasting do.	„	7	

Every trade has its union, who rule with despotic power. A Bill has just passed the State Legislature, making eight hours a legal day's work.

San Francisco, March 4, 1868.

NEW ORLEANS.

Report by Mr. Consul Donohoe on the Trade of New Orleans for the Year 1867.

THERE has been a falling off in the trade carried on in British vessels from this port during the past year.

The following Table shows the number, tonnage, and crews of British vessels which have entered or cleared at this port during the year 1867 :

Entered.			Cleared.		
Vessels.	Tonnage.	Crews.	Vessels.	Tonnage.	Crews.
234	92,338	3,102	246	92,564	3,155

This Table may be divided into the following heads :—

	Entered.			Cleared.		
	With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.
Direct Trade in British Vessels from and to Great Britain and British Colonies ..	75	2	77	107	2	109
Indirect Trade in British Vessels from and to other Countries ..	135	22	157	89	48	137

BRITISH Steamers Entered and Cleared during the year 1867 (included in the foregoing Tables).

Entered.			Cleared.		
Steamers.	Tonnage.	Crews.	Steamers.	Tonnage.	Crews.
26	14,259	696	27	14,861	699

TOTAL amount of Shipping at this port during the year 1867.

	Number of Vessels.	Tonnage.	Crews.
American Vessels entered from Foreign Ports ..	241	128,922	3,825
Foreign Vesse's entered from Foreign Ports ..	416	164,460	6,546
American Vessels cleared to Foreign Ports.. ..	326	215,919	6,035
Foreign Vessels cleared to Foreign Ports	421	166,729	6,484
Vessels in Coasting Trade, entered	1,120	711,443	25,131
Vessels in Coasting Trade, cleared	1,263	790,491	31,063

VALUE of the Imports and Exports at this port during the year 1867.

	Imports.		Exports.	
	In American Vessels.	In Foreign Vessels.	In American Vessels.	In Foreign Vessels.
	$	$	$	$
1867..	2,929,794	7,725,784	38,782,822	40,764,323

COMPARATIVE Statement of the British Shipping at the Port of New Orleans during the past five years.

	Entered.			Cleared.		
	Number of Vessels.	Tonnage.	Crews.	Number of Vessels.	Tonnage.	Crews.
1863..	50	6,894	393	86	10,642	676
1864..	112	14,892	934	139	19,435	1,245
1865..	265	52,218	2,552	270	43,831	2,352
1866..	295	96,703	3,860	284	92,078	3,547
1867..	234	92,338	3,102	246	92,064	3,155

The state of the bar at the mouth of the Mississippi River has been very favourable to shipping interests this winter. The river has been unprecedently low, and consequently the water on the bar has been higher than usual, and vessels drawing from 18 to 18½ feet have been able to enter or leave the river without detention. The rates of towage and pilotage remain the same as last year.

TRADE AND COMMERCE.

The following Tables have been drawn up for the period of the commercial year, viz., from the 1st of September, 1866, to the 31st August, 1867.

The receipt and export of cotton during the commercial year has been as follows:—

	Bales.
Stock on hand 1st September, 1866	102,082
Total Receipts for 12 months	780,490
	882,572
Total Exports for 12 months	867,316
Stock on hand 1st September, 1867	15,256

The Export of Cotton from New Orleans during the last five years has been as follows:—

	1866-67.	1865-66.	1864-65.	1863-64.	1862-63.
Great Britain	403,521	358,878	2..326	1,155	2,070
France	160,852	134,510	5,952	4,023	1,849
North of Europe	22,217	5,422	402	..	..
South of Europe, Mexico, &c.	32,350	17,378	167	307	372
Coastwise	248,376	252,355	164,504	122,645	19,459
Total	867,316	768,543	192,351	128,130	23,750

The price of cotton has been as follows:—

COMPARATIVE prices of Middling Cotton at New Orleans, on the first day of each month during a period of five years.

	1866–67.	1865–66.	1864–65.	1863–64.	1862–63.
	cents.	cents.	cents.	cents.	cents.
September ..	34 to 35	42 to —	..	..	..
October ..	41 „ 42	44 „ 45	161 to 163	62 to 68	..
November ..	37 „ 38	55 „ 56	119 „ 120	65 „ 73	64
December ..	33 „ —	50 „ 51	127 „ 128	71 „ 72	54½
January ..	33½ „ —	— „ 51	118 „ 120	72 „ 73	53
February ..	31½ „ —	48 „ 49	68 „ 70	76 „ 77	62
March ..	31 „ 31½	— „ 46	— „ 75	72 „ 73	80
April ..	29½ „ 30	40 „ 41	..	— „ 70	72
May	28 „ 29	36 „ —	35 „ 36	82 „ 83	60
June.. ..	26 „ —	38 „ 39	42 „ 43	92 „ 93	..
July.. ..	26 „ —	36 „ 38	40 „ —	— „ 160	..
August ..	27 „ 27½	..	42 „ 44	160 „ 163	53

TABLE showing the quotations for Middling Cotton at the close of each month, with the Rate of Gold and Sterling Bills at same date.

	Middling.	Sterling.	Gold.
1866–67.	Cents per lb.	Per Cent.	Per Dollar.
August ..	35 to 36	152 to 158	145 to —
September ..	nominal	155 „ 156	142½ „ 143
October ..	37 to 38	156 „ 160	147 „ 148
November ..	— „ 33	152 „ 152½	— „ 140½
December ..	— „ 33½	143 „ 144	132¼ „ 132
1866.			
January ..	32 „ 32½	144½ „ —	134½ „ —
February ..	— „ 30½	148¾ „ 149¼	138¼ „ 139
March ..	29½ „ 30	145 „ 145½	134¼ „ —
April ..	28 „ 29	146 „ 146½	135 „ —
May	26 „ —	147 „ 148½	136½ „ 136
June.. ..	26 „ —	149 „ 152½	138 „ 138¼
July.. ..	27 „ 27½	152½ „ 155	140 „ 140¼
August ..	— „ 28½	153 „ 155½	141 „ —

There is a very marked improvement in the receipts of Tobacco at this port during the past year, but still the shipments to Europe continue very small.

The export of tobacco from New Orleans during the past five years has been as follows:—

	1866–67.	1865–66.	1864–65.	1863–64.	1862–63.
	H'hds.	H'hds.	H'hds.	H'hds.	H'hds.
Great Britain	2,497	1,509	185	..	569
France	481	839	19	7	3,969
North of Europe	3,727	1,566	..	123	2,094
South of Europe and Mexico	3,804	870	..	3	2,383
Coastwise	5,871	2,137	1,627	664	3,541
Total	16,380	6,921	1,831	797	12,556

This trade, which in former years used to be very large, in consequence of purchases for the French and other Governments, has now become comparatively insignificant.

The production of sugar and molasses upon the banks of the Mississippi River has been very small, and as there is no foreign export for this commodity, I shall merely annex a Table showing the quantity sent coastwise during the past five years.

EXPORTS of Sugar and Molasses from New Orleans, for 5 years (up the river excepted), from September 1 to August 31.

	Sugar.		Molasses.	
	H'hds.	Barrels.	H'hds.	Barrels.
1862–63..	98,266	9,969	..	187,143
1863–64..	39,484	2,071	..	83,533
1864–65..	882	217	1	5,266
1865–66..	1,016	2,065	..	13,196
1866–67..	2,529	2,199	..	21,893

Amongst other articles shipped from this port are flour, pork, bacon, lard, beef, lead, whiskey, and corn.

There is no improvement worth mentioning to be noted in the foreign trade in these commodities.

The amount of foreign products imported direct is comparatively small, as a very large proportion of such articles as dry goods, groceries, &c., are received by the lines of steamers which run between this port and New York, Philadelphia, Boston, and Baltimore. Coffee, sugar, molasses, and salt, are received here direct, but even this trade, except in that of coffee from Rio Janiero, is comparatively insignificant.

The amount of duty received at the New Orleans Custom-house during the year ending December 31, 1867, amounted to 4,560,529 dollars and 90 cents.

The rates of exchange on London, Paris, and New York, have been as follows, on the first of each month for three years past :—

Month.	1866-67.			1865-66.			1864–65.		
	London, clear.	Paris.	New York.	London, clear.	Paris.	New York.	London, clear.	Paris.	New York.
	per ct.	per $	dis.	per ct.	per $	dis.	per ct.	per $	dis.
September ..	151	3 72	1⅞	150	359⅜	..	235	2 22	..
October	156	3 57	2¼	154⅞	365	..	245	2 35	..
November ..	158	3 53	2¼	153	365¾	..	237½	2 46	..
December ..	151	3 73	2⅜	159¾	357½	..	252½	2 27	..
January	143	3 94	2⅞	156¾	311¼	..	244½	2 35	..
February.. ..	145½	3 88	2⅞	148½	380	—to 2½	211¼	2 66	..
March	149⅝	3 76	2⅞	146⅜	387½	— „ 2	213¾	2 65	..
April	445¾	3 88	..	132¾	425¾	1⅜ „ 2	177½	3 15	..
May..	145¼	3 88	..	132½	419⅜	— „ 1½	157½	3 60	..
June	149	3 82	1⅝	152½	360	— „ 1½	145	3 87	..
July..	150¾	3 73	2⅛	152¾	335	— „ 1¼	150½	2 75	..
August	153¾	3 66	1⅝	158½	352½	1⅞ „ 2	150	3 80	..

AGRICULTURE.

The crop of cotton produced during the past year has been on the whole rather above the amount estimated by many persons in the Southern States, but the serious fall in the price will deter many from embarking in the cultivation of the great staple.

The low prices which have prevailed for cotton have been severely felt by such planters as have managed to grow a crop, and it is greatly feared that the discouragement they have met with, and the trouble they have had with their labourers will deter many from planting cotton this season. The Government tax on cotton has borne very heavily on the planter, but, as it has been now removed by the action of Congress, as regards the crop of 1868, it will be an incentive to the planter to try again the cultivation of cotton.

The system of working plantations on shares has not been found to answer well, as endless disputes occur between the labourers and their employer after the crop is gathered.

The Freedman's Bureau, through their principal Commissioner in this State, have issued a circular to their agents, which I think will have a very beneficial effect upon the production of the crop of 1868. The Commissioner authorizes the agents in the different parishes to supply to such planters as require it, food for their labourers ; the agents taking a formal first lien upon the crops and movables used in cultivating the same, for reimbursement for the cost of such supplies. The planter likewise has to give bonds with good and sufficient security, in the amount of 1,500 dollars for every twenty freedmen employed, stipulating to pay to the agents of the Bureau, before the expiration of the year, from the proceeds of the crops, or from the movables on the plantation, the full cost of the supplies furnish to him.

This will enable many planters, who otherwise had no chance of being able to work their plantations, to commence operations at once.

General Remarks.

The prospects for the crop of 1868 are now (March 1868) very good ; the increased price of cotton in the Liverpool market since the commencement of 1868 has had a very encouraging effect, and I have no hesitation in saying, that from enquiries I have made, there is no doubt that an equal area of the South, as compared with 1867, will be planted with cotton. Labour is very much lower in price, the tax is abolished, the Levées of the Mississippi are being rapidly repaired, and altogether I look upon the prospects for this season's planting as more encouraging than at any other time since the war.

New Orleans, March 14, 1868.

VENEZUELA.

MARACAIBO.

Report by Mr. Vice-Consul E. T. Harrison on the Statistics, Trade, and Commerce of Maracaibo for the Year 1867.

THE increase in salt-ponds in the province of Maracaibo is considerable since 1854, salt being produced here artificially, not only supplying this place, but also the interior.

There is one public University, one College of Engineers, and several other private and public schools. The majority of the population being able to read and write.

The Supreme Courts of the western district, which includes Merida, Trujillo and Tachira, lately annexed to this province, are held in Maracaibo.

There are two printing offices, one cemetery of the Roman Catholics, one of the Protestants, one theatre. The traffic on the lake is kept up by numerous sailing crafts of various dimensions, differing from 1 to 60 tons, employing, more or less, 5,000 persons; three hospitals, including a military one.

Numerous rivers contribute to form this lake, the principal being the Catatumba, Zulia, and their tributaries, the two first being navigable for vessels drawing 6 feet of water.

The imports and exports of Maracaibo are stated in the General Return.

The General state of trade, notwithstanding the civil dissensions taken place, has been on the increase, although in the present year in consequence of the great fall in produce, will cause very likely a commercial crisis.

A coal mine in the island of Toas has been latterly worked, supplying the Government war steamers with the coal necessary, which has turned out to advantage, being cheaper than imported coal.

There is an asphalt or pitch lake of larger dimensions than that of the island of Trinidad, and which is employed for painting the bottom of vessels, instead of foreign tar or paint.

On the coast of the lake and interior, petroleum springs have been discovered, but not as yet worked.

It is stated that gold mines and emeralds have been discovered in Perijá; samples of the former have been brought to this city, but as yet nothing has been done towards exploring the same.

Very rich copper mines exist about Merida and its vicinities, yielding 80 per cent. pure copper, but from the difficulty of transport to the lake the persons who have endeavoured to work them have not succeeded.

There has been a general increase in commerce since 1854 in its various branches, equal or more to any other part of Venezuela. The city of Maracaibo has altered very much since statements made by McCulloch in his geographical dictionary of 1842. The public and private buildings, if they do not surpass others in Venezuela, are upon a par to any of them. The private buildings varying in value from 30,000 to 60,000 dollars.

There are two Government newspapers every month, and now a private daily one.

Statistics of the Province of Maracaibo to August, 1854, with Observations to June, 1867.

Names of Parishes.	Population.	Number of Parishes.	Number of Villages.	Astronomical Position.		Height above the Level of the Sea in feet.	Medium Temperature of Thermometer (Fahrenheit).	Cattle				Acres of Sugar Cane.	Cattle Sugar Mills.	Distilleries.	Cocoa Plantations.	Coffee Plantations.	Cocoa-nut Plantations.	Cultivation of Minor Produce and Plantains.	Fruit Trees.	Salt Ponds.	Cargas of 200 lbs. "Divi-Divi" in a year.	Bottle Calima Oil in a Year.	Commercial Houses.	Shops and Groceries.
				Greenwich.				Horned Cattle.	Sheep.	Goats.	Swine.													
				Lat. N.	Long. W.	Water Level.																		
Maracaibo	53,490	8	9	10·39	71·45	30 feet	84°	24,762	100,025	25,762	4,810	2	1	15	...	...	530	320	14,711	4	15,248	...	25	306
Perija	7,177	2	13	...	...	...	...	30,070	9,441	10,617	1,996	36	12	1	30	...	2	175	410	...	...	12,000	...	20
Zulia	6,010	3	7	...	...	...	...	130	...	...	415	60	11	5	142	4	...	395	11,015	...	...	...	...	19
Gibraltar	10,209	4	10	...	...	...	...	410	378	378	666	210	13	...	131	7	15	1,752	4,413	...	...	...	...	45
Altagracia	13,206	5	6	...	...	...	...	25,513	18,721	18,721	6,037	8	3	7	...	...	322	280	1,368	...	...	...	...	20
Democracia ...	2,500	...	...	...	...	...	...	.....	.....	.....	.....	...	...	...	...	...	...	...	...	...	...	...	...	...
Total	92,412	22	45	10·39	71·45	30 feet	84°	80,885	128,565	55,478	13,924	316	40	28	303	11	869	2,922	31,917	4	15,248	12,000	25	410

Statistics of the Province of Maracaibo to August, 1854, &c.—*continued.*

Names of Parishes.	Apothecary Shops.	Bakeries.	Tailoring Establishments.	Silversmith's Establishments.	Blacksmith's Establishments.	Shoemaker's Establishments.	Furniture Establishments.	Hotels	Carpenter Shops.	Cooper Shops.	Hat Manufactories.	Masons, Bricklayers, &c.	Steam Saw Mills.	Produce and Manufactures Exported in the foregoing Year.							Schools.				Vessels Entered in a Year.	Vessels Left in a Year.	Churches.	Chapels.	Charity Hospitals.	Military Hospitals.	Quarantine Grounds.	Shipwright's Yard.	Lime Kilns.
														Giron Straw Hats.	Cedar Logs.	Cedar Planks.	Tons of Fustics.	Tons of Cocoa-nut Oil.	Ox Hides.	Hides of other Animals.	Public.		Private.								
																					Boys'.	Girls'.	Boys'.	Girls'.									
Maracaibo ...	6	7	22	26	20	40	1	1	56	4	1	60	1	...	...	...	...	...	...	...	7	3	11	12	204	280	10	6	1	1	1	1	20
Perija	...	1	3	1	1	2	...	...	2	...	...	4	...								1	1	2	2	...	...	1	...	...	...	...	...	...
Zulia	...	...	...	1	1	1	...	...	1	...	...	...	...								1	...	1	1	...	...	3	...	...	...	...	...	...
Gibraltar ...	...	...	...	...	1	3	...	...	1	...	...	...	...	89,158	546	27	2,437	52,427	34,979	36,516	2	...	1	1	...	...	2	1	...	...	...	...	...
Altagracia ...	...	...	2	2	...	3	...	...	1	...	...	...	...								3	1	1	1	...	...	4	...	...	...	...	1	...
Democracia ...	...	...	...	...	...	...	...	...	...	...	...	...	...								...	...	...	...	...	...	...	...	...	...	...	...	...
Total	6	8	27	30	23	49	1	1	61	4	1	64	1	89,158	546	27	2,437	52,427	34,979	36,516	14	5	16	17	204	280	20	7	1	1	1	2	20

On comparing the value of the exports from Hamburgh and Liverpool to Maracaibo, the former appears to have exported $767,033·01, and the latter only $55,257·12, but by referring to Curaçao we find $315,934·36 was exported from that island to this port, chiefly British manufacture, shipped at Liverpool by the steamers of the West Indian and Pacific Steam Packet Company, and then re-shipped at Curaçao on board of Dutch schooners for this port, and consequently entered at the Custom-house as Dutch products, whereas the Dutch imports consist only of gin, cheese, and few other articles of small value.

The imports from France consist of wines, oils, white crockery, preserved meats and fruits, sardines, and but few dry goods or silks.

From the United States this market is entirely supplied with flour, annual consumption about 6,000 barrels, lard, butter, cotton domestics, and Yankee notions.

From Italy, oils, wines and vermicelli; the Italian vessels on their way here generally touch at Malaga to take in wine bearing the same name (*vino seco*) which has a considerable consumption here, as also the Catalan wines.

The duties on imports at this port for the year amounted to $423,648·59, and the exports $244,685·38, total $668,333 97, or about 110,000*l.* sterling.

Intelligent merchants here assure me that this Custom-house properly managed would yield 1,000,000 dollars per annum, but as the lower employés are badly paid, and are frequently several months in arrears, are thus easily bribed, add to this excessive duties, effect, which the Curaçao people know how to take advantage of. I myself have seen at night the Customs' boat land smuggled goods.

I am further informed that 124,000 quintals of coffee, as stated in the returns, is far short of the quantity shipped, and I believe 150,000 quintals was about the crop collected in the interior from 1865 to 1866; this can also be accounted for, coffee at that time paid an export duty of ten reals (four shillings) per quintal, a bag weighing 100 pounds was selected for inspection, whilst others of 125 pounds pass for the same weight, the result of bribery also.

STATEMENT of the Export Trade at the Port of Maracaibo from the 1st July, 1865, to the 30th June, 1866.

Vessels.		To.	Cocoa-nut Oil.	Common Rum.	Cotton.	Ox Horns.	Fish Crops.	Balsam Copaiba.	Cocoa.	Starch.	Coffee.	Old Copper.	Cocoa-nuts.	Straw for Plaiting Hats.	Goat Skins.	Matacan Hides (species of Deer).	Deer Hides.
National.	Foreign.		bottles.	bottles.	lbs.		lbs.	lbs.	lbs.	lbs.	lbs.	lbs.		bundles.			
...	9	Hamburg	...	...	37,710	...	1,000	1,6480	19,932	...	2,285,825	...	...	...	...	...	...
...	7	Liverpool	...	...	4,050	...	...	...	...	...	21,000	...	...	...	...	...	...
...	2	Leghorn	...	...	...	...	...	...	...	...	425,990	...	...	...	...	...	...
...	16	Marseilles... ...	...	...	9,150	...	...	800	107,202	...	3,148,615	...	...	1,860	...	...	...
...	1	Genoa	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
...	2	Bordeaux ...	...	...	5,340	12,000	...	...	96,262	...	269,233	1,000	...	...	...	...	...
...	2	Havre	...	...	...	...	...	...	7,200	...	774,300	...	...	...	...	...	...
...	15	New York ...	...	...	...	...	...	...	41,300	..	5,836,372	233	...	...	320	950	350
...	8	Queenstown ...	...	...	6,000	...	...	...	...	...	...	...	...	...	...	...	...
...	1	Amsterdam ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
...	1	Vera Cruz ...	...	...	...	...	...	...	107,000	...	...	...	...	...	...	...	...
8	77	Curacao	2,546	800	1,900	...	...	...	18,400	4,838	131,907	...	5,400	66,534	5,878	230	70
8	141		2,546	800	64,150	12,000	1,000	17,280	397,296	4,838	12,893,242	1,233	5,400	68,394	6,198	1,180	420

STATEMENT of the Export Trade at the Port of Maracaibo from the 1st July, 1865, to the 30th June, 1866—*continued.*

Vessels.		To.	Ox Hides.	Divi-Divi.	Preserves.	Mats of Grass.	Ebony.	Agave Americana Bagging.	Corn.	Timber for construction.	Brasil Wood.	Brown Sugar in Casks, Cargas of 200 lbs.	Fustic.	Plantains.	Quinine Bark.	Ratanla, Medicinal Plant.
National.	Foreign.															
				lbs.	lbs.		pieces.	varas.	lbs.	pieces.	tons.		tons.		lbs.	
...	9	Hamburg ...	1,000	15,000	...	...	6	...	...	...	10	...	82	...	15,600	6,900
...	7	Liverpool	...	1,401,300	...	100	...	...	...	...	...	...	506	...	...	...
...	2	Leghorn	939	49,200	...	...	...	...	...	...	...	...	60	...	11,450	...
...	16	Marseilles... ...	1,755	731,050	...	...	...	...	...	...	6	...	375	...	11,100	...
...	1	Genoa	...	20,000	...	...	...	...	...	...	...	...	60	...	...	...
...	2	Bordeaux	559	70,000	...	...	...	...	...	...	10	...	144	...	...	...
...	2	Havre	...	...	...	...	...	...	...	...	...	...	53	...	...	...
...	15	New York ...	4,083	...	...	100	...	500	...	...	...	...	154	...	4,370	...
...	8	Queenstown ...	...	1,388,269	...	...	...	...	...	...	10	...	503	...	...	...
...	1	Amsterdam ...	...	...	...	...	...	...	...		...	...	81	...	...	...
...	1	Vera Cruz ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	77	Curacao	...	46,000	400	..	...	...	696,860	1,350	25	47	4,264	12,000	...	...
8	141		8,336	3,720,819	400	200	6	500	696,860	1,350	61	47	6,282	12,000	42,520	6,900

STATEMENT of the Export Trade at the Port of Maracaibo from the 1st July, 1865, to the 30th June, 1866—*continued.*

Vessels.		To.	Empty Bags.	Giron Hats.	Giron Tobacco.	Types.	Sarsaparilla.	Value of Re-exported Merchandize.	Value of Merchandize Exported in Vessels.		Total Value.	Duties on Vessels.				Total of Duties.
												National.		Foreign.		
National.	Foreign.								National.	Foreign.		Extra Duties.	Storage.	Extra Duties.	Storage.	
				dozen.	lbs.	lbs.	lbs.									
...	9	Hamburg	...	1,811	3,400	...	800	75·	...	411355·03	411430·03	...	...	38770·36	·83	38771·19
...	7	Liverpool	...	...	...	...	...	...	...	32655·	32655·	...	...	3004·45	...	3004·45
...	2	Leghorn	200	851	...	...	...	125·	...	63719·	63844·	...	...	8099·53	1·75	8101·28
...	16	Marseilles... ...	...	690	...	...	...	2375·	...	553609·25	555984·25	...	...	55273·27	21·	55294·27
...	1	Genoa	...	...	...	...	...	...	...	1300·	1300·	...	...	90·	...	90·
...	2	Bordeaux.... ...	...	622	...	...	...	696·25	...	77589·	78285·25	...	...	9181·53	18·67	9200·20
...	2	Havre	...	...	...	...	...	200·	...	134295·	134495·	...	...	11955·50	1·20	11956·70
...	15	New York ...	...	6,693	...	6,000	. .	79·18	...	1023623·63	1023702·81	...	...	98949·21	1·35	98950·56
...	8	Queenstown ...	...	...	...	...	...	...	...	34330·	34330·	...	...	2918·85	...	2918·85
...	1	Amsterdam ...	...	...	...	...	...	...	...	1600·	1600·	...	...	81·	...	81·
...	1	Vera Cruz ...	...	...	...	...	...	...	...	26600·	26600·	...	...	4280·	...	4280·
8	77	Curacao	...	3,385	...	...	25	2339·	11,503	124282·31	138024·31	878·66	231	11114·10	41·81	12036·88
8	141		200	14,052	3,400	6,000	825	5789·43	11,503	2484958·22	2502250·65	878·66	231	243717·80	86·61	244685·38

STATEMENT of the Import Trade at the Port of Maracaibo from the 1st July, 1865, to the 30th June, 1866.

Vessels.		Tonnage.		From.	Ad Valorem Duties.			Total of Duties Ad Valorem.	Specific.	Free, with 15 per cent.	Free of Duty.
National.	Foreign.	National.	Foreign.		3¾ per cent.	25 per cent.	30 per cent.				
..	9	..	1,435	Hamburg	960·	..	6265·26	7225·26	68926·13	856·62	25·
..	4	..	661	Liverpool	195·	191·87	177·	563·87	49831·	1862·25	3000·
..	3	..	764	Leghorn	..	19·	865·50	884·50	24397·75	576·	4152·50
..	14	..	2,963	Marseilles	1321·56	..	1636·79	2958·35	61525·95	2744·	11856·
..	2	..	408	Bordeaux	..	..	6·	6·	9489·	100·	450·
..	1	..	196	Havre	..	..	66·	66·	2833·50	..	..
..	10	..	2,907	New York	114·05	69·89	4903·	5087·03	100792·58	10822·87	25711·99
..	1	..	188	Trinidad	..	..	..	..	85·	..	..
..	8	..	1,208	St. Thomas	28·	2·	920·	950·	80573·40	688·40	29348·50
3	50	560	6,189	Curacao	..	25·	2688·18	4398·18	295848·76	1391·86	14295·56
..	..	..	..	Confiscated Goods ..	..	..	..	..	1015·	..	..
3	102	560	16,919	.. ..	4303·61	307·76	17527·82	22139·19	695318·07	19042·	88839·55

STATEMENT of the Import Trade at the Port of Maracaibo from the 1st July, 1865, to the 30th June, 1866—*continued*.

Vessels.		Tonnage.		From.	Total of Capital Imported.	Cash Documents.	By Importation.	Extra Contribution.	25 per cent. Foreign Loan.	Custom Storage.	Total of Duties.
National.	Foreign.	National.	Foreign.								
..	9	..	1,435	Hamburg	77033·01	48774·15	24322·82	18370·60	6080·73	..	48774·15
..	4	..	661	Liverpool ..	55257·12	27482·87	13601·76	10480·67	3400·44	..	27482·87
..	3	..	764	Leghorn	30010·75	20047·65	9980·63	7571·89	2495·13	..	20047·65
..	14	..	2,963	Marseilles ..	79084·30	35932·04	17746·84	13748·50	4436·70	..	35932·04
..	2	..	408	Bordeaux ..	10045·	6714·36	3349·68	2527·25	837·43	..	6714·36
..	1	..	196	Havre	2899·50	2017·88	1008·94	756·69	252·25	..	2017·88
..	10	..	2,907	New York ..	142414·47	68821·50	33574·	26820·86	8393·87	32·77	68821·50
..	1	..	188	Trinidad	85·	30·	15·	11·25	3·75	..	30·
..	8	..	1,208	St. Thomas ..	111560·30	46186·33	23041·54	17384·45	5760·34	..	46186·33
3	50	560	6,189	Curacao	315934·36	167138·81	83635·25	62679·05	20824·51	..	167138·81
..	..	..	..	Confiscated Goods	1015·	503·	251·50	188·63	62·87	..	503·
3	102	560	16,919	.. ..	825333·81	423648·59	210527·96	160539·84	52548·02	32·77	423648 59

Return of British Shipping at the Port of Maracaibo in the Year 1867.

Direct Trade in British Vessels from and to Great Britain and British Colonies.

Entered.								Cleared.							
Total Number of Vessels.			Total Tonnage.			Total Number of Crews.	Total Value of Cargoes.	Total Number of Vessels.			Total Tonnage.			Total Number of Crews.	Total Value of Cargoes.
With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.			With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.		
							£								£
..	2	2	..	274	274	13	..	1	..	1	145	..	145	9	600

Indirect or Carrying Trade in British Vessels from and to other Colonies.

Entered.								Cleared.							
Countries whence Arrived.	Number of Vessels.			Tonnage.			Number of Crews.	Value of Cargoes.	Countries to which Departed.	Number of Vessels.			Tonnage.			Number of Crews.	Value of Cargoes.
	With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.				With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.		
								£							£		£
New York	5	..	5	860	..	860	50	7,900	New York	5	..	5	860	..	860	50	46,800
New York	..	9	9	..	1,448	1,448	68	..	New York	9	..	9	1,448	..	1,448	68	65,260
Hamburgh	..	2	2	..	381	381	22	..	Hamburgh	2	..	2	381	..	381	22	27,500
Total..	5	11	16	860	1,829	2,689	140	7,900	Total ..	16	..	16	2,689	..	2,689	140	139,560

RETURN of the British Trade at the Principal Ports within the Consulate of Maracaibo, during the Year ending December 31st, 1867.

PORT OF MARACAIBO.

ARRIVED.							DEPARTED.				
Name of Vessel.	Date of Entry.	Tonnage.	Number of Crew.	Where From.	Nature of Cargo.	Invoice Value of Cargo in £ Sterling.	Date of Clearance.	Tonnage.	Where Bound.	Nature of Cargoes.	Invoice Value of Cargo in £ Sterling
						£					£
Ilva	Jan. 22 ...	172	10	New York ...	Provisions.	1,500	Feb. 15 ...	172	New York	Coffee	10,000
Adriatico (steamer)* ...	...	96	26	La Guaira ...	Ballast ...	...	Feb. 28 ...	96	Curacao	Ballast	...
Three Brothers	March 1 ...	161	8	New York ...	,, ...	...	March 23 ...	161	New York	Coffee	6,000
Nile	April 22 ...	160	8	,, ,, ...	,, ...	...	April 29 ...	160	,, ,, ...	,, ...	6,500
Julia Kelly	April 11 ...	251	12	St. Thomas ...	,, ...	...	April 30 ...	251	Hamburgh	Coffee & Cotton	19,000
Ilva	April 27 ...	172	10	New York ...	Provisions.	1,600	May 10 ...	172	New York	Coffee	10,200
Antagonist	May 3 ...	145	9	St. Thomas ...	Ballast ...	...	May 25 ...	145	Queen's Town or Plymouth	Divi-Divi ...	600
Waft	June 10 ...	130	7	,, ,, ...	,, ...	...	July 9 ...	130	Hamburgh	Coffee	8,500
Ilva	July 15 ...	172	10	New York ...	Provisions.	1,400	July 23 ...	172	New York	Coffee & Hides...	9,500
Nile	June 28 ...	160	8	St. Kitts ...	Ballast ...	...	July 4 ...	160	,, ,, ...	Coffee	8,160
Frederick Clarke ...	July 28 ...	146	6	Barbados ...	,, ...	...	August 6 ...	146	,, ,, ...	,, ...	7,000
Orona	August 23 .	211	6	St. Thomas ...	Specie ...	...	Sept. 2 ...	211	,, ,, ...	,, ...	8,400
Coradonga	Sept. 3 ...	161	7	New York ...	Ballast ...	...	Sept. 16 ...	161	,, ,, ...	Coffee, &c. ...	7,600
Nile	Sept. 26 ...	160	8	St. Kitts ...	,, ...	...	Oct. 7 ...	160	,, ,, ...	,, ,, ...	8,000
Ilva	Sept. 27 ...	172	10	New York ...	Provisions.	1,800	Oct. 7 ...	172	,, ,, ...	,, ,, ...	8,560
Coradonga	Nov. 30 ...	161	10	St. Thomas ...	Ballast ...	...	Dec. 6 ...	161	,, ,, ...	Coffee	7,600
Willy Smith	Dec. 9 ...	128	7	Trinidad ...	,, ...	...	Dec. 18 ...	128	,, ,, ...	Coffee, &c. ...	6,000
Golden Gleam	Dec. 14 ...	126	11	St. Thomas ...	,, ...	...	Seen in the returns of the succeeding year.				
Ilva	Dec. 16 ...	172	10	New York ...	Provisions	1,600	Dec. 28 .	172	New York	Coffee	8,600
Total	...	3,056	183	...	...	7,900	...	2,930	...	...	140,160

* Provisional certificate.

STATEMENT of Imports and Exports between the year 1856 to 1857, and that of 1859 to 1860.

Imported at Cucuta from Maracaibo.					Exported from the Port of Los Cachos to Maracaibo.							
Years.	Mdze.	Anise.	Salt.	Total Imported.	Coffee.	Hides.	Hats.	Cocoa.	Tobacco and Cigars.	Sugar.	Sundry Articles.	Grand Total.
	Carg.	Carg.	Carg.		Carg.	No.	Carg.	Carg.	Carg.	Carg.	Carg.	
1856 to 1857	8,110	...	11,894	20,004	24,500	30,378	173	376	1,660	200	354	50,304
1859 to 1860	6,491	⅞133	10,952	17,576	26,542	27,738	156¼	817	173	3,365	3,015	486,765

The following Return shows the amounts imported and exported at the Custom-house of the port of Los Cachos in New Granada in the year 1859 to 1860.

IMPORTATION.

	Approximate Value in Maracaibo.
	$
Merchandise	800,000
Anise	5,300
Salt	26,000
Total	831,300

EXPORTATION.

	$
Hats	176,000
Tobacco	8,500
Coffee	962,000
Hides	103,000
Cocoa	61,200
Brown Sugar	3,300
Sundry Articles	16,000
Total	1,330,000

PRODUCTION OF VENEZUELA.

	$
Coffee	769,500
Cocoa	30,600
Hides	31,000
Brown Sugar	1,650
	832,750

PRODUCTION OF NEW GRANADA.

	$
Coffee	192,500
Cocoa	30,600
Hides	72,000
Brown Sugar	1,650
Straw Hats	176,000
Tobacco	8,500
Sundry Articles	16,000
	497,250

The province of El Tachira imports by the port of Las Guamas nearly $25,000 in merchandize, the value of which is returned in produce brought down to this port by that of Los Cachos.

It is calculated that 10,000 head of cattle are introduced into New Granada from Venezuela. Approximate value about $200,000.

The amount of manufactured articles, the greater part made in Maracaibo, and which is imported annually through the port of Los Cachos to New Granada is estimated at $16,000.

The importation of specie by the Custom-house of Cucuta is not less than $600,000 a-year.

The traffic from the port of Maracaibo to that of Los Cachos employs 25 bongos (flat cotton boats), more or less, which give occupation to 350 men, and on each trip can carry 4,800 cargoes of 250 pounds each.

Owing to the difficulties presented by the Custom-house in Maracaibo the trade between Maracaibo and San José de Cucuta would otherwise be carried on in a larger scale. Notwithstanding there has been an increase in this traffic since the annexed statement was made, of some 20 per cent., especially in coffee.

Maracaibo, January 5, 1868.

COMMERCIAL REPORTS

RECEIVED AT

THE FOREIGN OFFICE

FROM

HER MAJESTY'S CONSULS,

IN 1868.

Presented to both Houses of Parliament by Command of Her Majesty, JULY, 1868.

LONDON:

PRINTED BY HARRISON AND SONS.

1868.

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GREECE,	
Patras	384
ITALY,	
Messina	388
Palermo	392
MOROCCO,	
Tangier	393
NAVIGATOR ISLANDS,	
Apia	399
NETHERLANDS,	
Rotterdam	401
NICARAGUA,	
Grey Town	404
PRUSSIA,	
Memel	406
RUSSIA,	
Helsingfors	416
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TURKEY,	
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VENEZUELA,	
Ciudad Bolivar	436

BORNEO.

SARAWAK.

Report by Mr. Vice-Consul Martin on the Trade and Commerce of Sarawak for the Year 1866.

Shipping and Navigation.—On comparing the return of shipping for 1866 with that for 1865, the following is the result :—

	Arrival.		Departures.	
	Vessels.	Tonnage.	Vessels.	Tonnage.
1865	164	8,350	135	8,469
1866	232	8,924	234	8,641
Increase..	68	574	99	172

The coasting trade has also considerably increased during 1866.

Next to the national flag the largest number of square-rigged vessels were under the British flag, and the greatest amount of tonnage has been British. The Dutch flag has been conspicuous among the native craft during this year. Under the native flag are classed the Brunei, Natunas and other native island flags.

Two Chinese junks visited the port; these brought salt and mixed cargoes frow Singapore and returned thither loaded.

Trade and Commerce.—The imports amounted during the year to 83,844*l.*, while in 1865 the imports were, 114,590, leaving a decrease during the year of 30,746*l.* Fully one-half of this decrease has been in the imports of cottons and woollens, and may be partly attributed to the high prices ruling in 1865, and consequent increased value of the imports, while the fall in price in 1866 naturally reduces the value of the imports for that year. A decrease in the import trade as compared with that of 1865 has however taken place in brass ware, rice, sugar, treasure, oil, and nuts; on the other hand in earthenware, opium, and tobacco a decided increase has taken place.

In 1865 the exports reached 105,644*l.*, and in 1866 they amounted to 74,849*l.*, showing a decrease of 30,795. This decline has been chiefly in gutta percha, timber, beeswax, treasure, cottons, and woollens, while birds' nests, India rubber, antimony ore, rice, and raw sago show an increase. The great falling off in the export of gutta percha is attributable to want of demand in Europe and not to any want of supply.

The value of the coasting trade, which is almost entirely confined to Sarawak Prahus, shows for this year :

	£
Inwards, $402,725 (4*s.* 6*d.* per dollar)	=90,613
Outwards $327,992 „ „	=73,998
Giving an average of	164,411

The following Table shows the prices ruling during the year for produce :—

Articles.	Per.	Price.			
		$	ct.	$	ct.
Timber	Load of 50 cubic feet ..	15	0 to	—	—
Gutta Percha	Picul of 133⅓ lbs. ..	10	0	15	0
India Rubber	„ „ ..	12	0	—	—
Canes	Per 100..	4	0	6	0
Rattans	Picul of 133⅓ lbs. ..	1	0	2	0
Beeswax	„ „ ..	36	0	—	—
Gum Damar	„ „ ..	3	50	7	0
Sago Flour	„ „ ..	2	20	2	40
Pearl Sago	„ „ ..	2	50	2	75
Raw Sago	100 tamping = 2⅔ tons	34	0	—	—
Antimony Ore	Ton	20	0	—	—
Camphor..	Catty of 1⅓ lb.	18	0	22	0
Birds' Nests	„ „	1	40	1	50

Exchange.—Transactions very limited; for purposes of calculation 4*s.* 6*d.* per dollar may be taken as the average ruling rate.

Sarawak, February 29, 1868.

BRAZIL.

MARANHAM.

Report by Mr. Vice-Consul Wilson on the Trade and Commerce of the Province of Maranham for the last two years, ending 30th June, 1866, and 30th June, 1867.

Imports.

Foreign.—The value of imports from foreign ports during the year ending 30th June, 1866, amounted to only 2,946,762,115 reis, and for the following year, ending 30th June, 1867, to 4,026,003,447 reis, which, notwithstanding showing a considerable increase as compared to 1866, is yet below the figures of 1865, or about 25 per cent. less, but, taking the average of the value of imports during the five years 1862 to 1866, amounting to 4,060,676 reis, the decrease will be found insignificant, being under 1 per cent., giving thereby a correct idea of the real value of our import trade with foreign ports.

Coastwise.—The value of produce of the country and foreign merchandise entered inwards, during the year ending 30th June, 1866, amounted to 1,582,750,000 reis, and for the following year, ending 30th June, 1867, to 1,399,117,000 reis, showing a decrease of 183,336,000 reis.

Exports.

To Foreign Ports.—The value of exports of produce to foreign ports amounted to, during the year ending 30th June, 1866, 6,183,419,000 reis, whereas the value of exports for the following year amounted to only 4,509,907,000 reis showing at once the effect caused in our market by the sudden fall of the price of cotton, the principal article of export, 75 per cent. of which was taken to Great Britain.

Coastwise.—The value of produce and foreign merchandise exported coastwise amounted to 940,112,000 reis for the year ending 30th June, 1866, and 1,703,689,000 reis for the year ending 30th June, 1867.

The average rate of exchange during the same period of 1866 was $25\frac{2}{3}d.$ per 1,000 reis, but for the following year it rapidly fell to $24\frac{1}{2}d.$, and in consequence of the prolongation of the existing war with the Republic of Paraguay the present ruling rate is but 16*d.*, and undoubtedly a much lower figure will be seen if the war does not come to a speedy termination. Discounts have ruled at the same rates of 10 per cent. to 12 per cent. per annum. With the comparatively rapid liquidation of the Branch Bank of Brazil at this place some inconvenience will be felt by the commercial body, for the want of money, especially as the only other Discounting Establishment has suspended operations, having already used up all their funds laid out for that purpose.

Shipping.

According to the statistical returns of the Custom House there entered inwards during the year ending 30th June, 1867, 160 vessels, 44,865 tons; and cleared outwards 159 vessels, 50,767 tons.

Cotton.

The quantity of cotton exported to Great Britain during the year ending 31st December, 1867, amounted to 42,831 bags of an average weight of 200 pounds each, showing an increase of 7,825 bags as compared with the year 1866.

Maranham, March 3, 1868.

CHILE.

CALDERA.

Report by Mr. Vice-Consul J. J. Murray on the Trade of Caldera, and other Places in the Province of Atacama, for the Year 1867.

During the year business in general has been dull, chiefly owing to the depressed state of the copper market in Europe, the produce of copper being the principal source of industry in this province.

Silver Mines.—The exportation of bar silver during the year has exceeded that of the previous one (1866) to the extent of 95,000 marks, the low prices ruling for copper produce having caused the miners to turn their attention in preference to the extraction of silver.

Compared with the year 1866, the exportation of silver ores has decreased to the extent of about 12,000 quintals, and of copper and silver regulus has increased in an equal proportion.

Copper Mines.—Notwithstanding the depressed state of the market for this produce compared with the previous year, there has been an increase of 120,000 quintals in the exportation of regulus, of 18,000 quintals in ores, and of 25,000 quintals in bar copper.

The following remarks by an intelligent Englishman connected with this trade give (I believe) a fair statement of the present condition of it:—

"I have to make the following observations on the depressed state of the copper market in this country:—

"It must be taken for granted that the present price in England is very low, say 69*l.* per ton, and that there are very little hopes of a rise of any consequence. Now, at that rate, the miner cannot sell his ores of 20 per cent. for more than 162 cents per quintal Spanish on board; he has then to pay (besides shipping expenses, which are more or less according to the facilities he has, but generally at an average of 4 cents per Spanish quintal) for export duty 13 cents for every quintal of ores, thus reducing his price to 145 cents in the yard, so that after paying his carriage there is very little over one dollar per Spanish quintal left for the miner for ores of 20 per cent., which is an average quality for shippable ores. I consider the export duty of 13 cents on every dollar is by far too much when we take into consideration that, until very lately, the mining materials were exempt altogether from import duty, but, allowing that to be a fair tax, why place more burdens on the miner, who buys all his provisions from Chile, thereby giving a great impulse to agriculture which in every country ought to be one of the first considerations? Why burden the miner at all with a heavy duty on ores, after having paid his import duty already in coals, powder, iron, and machinery for the use of the mines? Let the Government abolish the export duty, or make it merely a nominal one, and thus encourage the miner, who consumes largely from the southern farmers, and who, if encouraged, can produce food cheaper than it is now, enabling the miner to work his mines, pay good wages to his labourers, and in turn pay for goods which are imported at a high duty. If copper falls still further, and this is quite possible, the miner must cease working altogether, now is the time for the Government to be liberal, and save the northern provinces from ruin."

Agriculture.—In consequence of the great scarcity of water, the produce has been very scanty, and the prospects, so far, for the present year are not very promising. With the exception of melons, water-melons, and a few vegetables for the consumption of the mines, situated in the Desert of Atacama, no agricultural produce is exported from here.

Imports.—With the exception of coals, iron, bricks, and machinery, for the use of the mines, railroads, and smelting works, all manufactured goods are imported, *viâ* Valparaiso, in the Pacific Steam Navigation Company's steamers, or in coasting vessels. Some part of these articles find their way across the Andes for the consumption of the Argentine Provinces. The importation of coals from England has fallen off considerably during the year, owing to the stoppage of many of the smelting works, as well as to the cheapness of the coals produced in the southern part of this Republic. This port being a depôt for coals for the steamers belonging to the Pacific Steam Navigation Company, they are now the chief consumers of English coal.

Copiapo Railroad.—This establishment has also suffered from the depressed state of the province during the year, having only yielded a dividend of 8 per cent., the lowest for any previous year.

The operations during the year were as under, viz. :—

	$	$
Receipts—		
From Passengers	101,521	
„ Freight and Luggage	541,172	
„ other sources	37,050	
		679,743
Ordinary Expenditure—		
General Management	20,063	
Operating Expenses	155,584	
Maintenance and Renewal	143,564	
		319,211
Construction Expenses..		74,809
Dividends paid		351,000
Capital Stock		4,200,000
Construction Account		4,059,395

Length of Line, 93·97 miles.

Latterly, I understand, there has been an agent or secretary appointed in England to represent the Company, which appears a very wise step, taking into consideration the large amount of British capital invested in it. In this country the management is entirely in the hands of foreigners, chiefly Chilean citizens. 1,500,000 dollars (I understand) is nearly the value of the shares held or belonging to British subjects.

Lighthouse.—A handsome building has lately been erected in the extreme south-west entrance of this port, and is now in operation. This boon was much required for the convenience of the numerous steamers frequenting the port. No tax, I am informed, will be levied on the vessels entering the harbour in consequence of its erection.

Telegraph.—The Spanish blockade gave a great impulse to telegraphic communication in this country, which now extends from the capital (Santiago) north as far as Copiapo, from which city a line extends to this port. Immediately after the arrival of the mail packet from Panama, any news of importance is telegraphed to Santiago.

Hospitals.—At Copiapo, the chief town of the province, there are two, one for sick people, which is kept in very good order, thanks to the valuable assistance of a few French sisters of charity; the other has lately been opened for indigent and infirm people, and promises to

become of great utility in this province, where accidents in the mines are not unfrequent, leaving the victims generally incapable of working for their subsistence.

Vessels on their arrival are charged with a tax of 10 cents per ton for hospital dues, which serves for a term of one year.

Cobalt and Nickel Ores.—Of the former 467, and of the latter, 587 quintals were exported during the year.

RETURN of the Exportation of Mineral Productions at Caldera and adjacent Ports in the Province of Atacama, Chile, during the year 1867:—

Destination.	Bar Silver.	Silver Ores.	Silver and Copper Regulus.	Copper Regulus.	Copper Ores.	Bar Copper.	Approximate total Value.
	Marks.	Quintals.	Quintals.	Quintals.	Quintals.	Quintals.	Dollars.
Great Britain	268,282	41,070	28,454	162,310	160,448	42,370	6,095,302
United States	...	...	...	29,274	77,837	...	384,873
Total	268,282	41,070	28,454	191,584	238,285	42,370	6,480,175

RETURN of British and Foreign Shipping at the Port of Caldera, in Chile, during the Year 1867.

Nationality.	Entered.		Cleared.	
	Number of Vessels.	Tonnage.	Number of Vessels.	Tonnage.
British*	160	212,638	159	212,182
United States†	87	22,816	89	24,726
Italian	45	12,884	43	12,385
Prussian	6	2,415	6	2,415
San Salvador	27	6,353	28	6,833
Sandwich Island	6	1,282	6	1,282
Chilian	8	1,266	8	1,266
Guatemala	5	924	5	924
French	1	555	1	555
Hamburgh	1	488	1	488
Buenos Ayrean	1	446	1	446
Central American.. ..	1	198	1	198
Columbian	1	67	1	67
Danish	..	..	1	343
Total	349	262,332	350	264,110

* Of this number fifty-two were merchant vessels, the remainder were the contract packets and other steamers belonging to the Pacific Steam Navigation Company.

† With two or three exceptions all the vessels under the American flag possessed merely Provisional Registers in consequence of the war with Spain, the same remarks applies to those under the Italian, Prussian, San Salvador, Hawaaian, and Guatemala flag.

Caldera, March 9, 1868.

COQUIMBO.

Report by Mr. Consul Gollan on the Trade and Commerce of Coquimbo for the Year 1867.

Shipping and Navigation.

The movement in British shipping during the year has been as follows :—

	Entered.			Cleared.		
	No. of Vessels.	Tons.	Crews.	No. of Vessels.	Tons.	Crews.
Direct Trade	27	14,951	460	14	6,170	211
Indirect Trade	84	38,721	1,227	102	49,901	1,554
Totals.. ..	111	53,672	1,687	116	56,071	1,765

In addition to the above the steamers of the Pacific Steam Navigation Company call at this port twelve times per month.

The following Tables, which are prepared from official sources, show the entire shipping of all nations entered at and cleared from this port, and the adjacent port of Guayacan during the year from 1st May, 1866, to 30th April, 1867 :—

Description.	Entered.					
	Coquimbo.		Guayacan.		Totals.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
Steamers..	117	103,715	..	..	117	103,715
Ships	21	12,774	21	13,429	42	26,203
Barques	96	37,267	93	25,801	189	63,068
Brigs	11	1,505	..	..	11	1,505
Brigantines	22	4,552	7	2,035	29	6,587
Schooners	21	2,180	56	3,703	77	5,883
Totals	288	161,993	177	44,968	465	206,961
	Cleared.					
Steamers..	117	103,715	..	..	117	103,715
Ships	21	15,849	20	12,705	41	28,554
Barques	103	35,947	96	26,717	199	62,664
Brigs	11	1,505	..	..	11	1,505
Brigantines	28	4,490	7	2,035	35	6,525
Schooners	28	2,312	56	3,703	84	6,015
Totals	308	163,818	179	45,160	487	208,978

I regret my inability to specify the different nationalities comprised in the foregoing Tables, but they have not been published.

Wreck.—The British barque "Dorsetshire" was wrecked on the 16th of February on a rock close to the entrance of this harbour. The place where the accident occurred was afterwards surveyed by the master of Her Majesty's ship "Columbine," and the particulars of the survey I have sent home to the Board of Trade so that they might be inserted in the sailing directions for this port.

It may be well for shipowners in England to be made aware that the Pacific Steam Navigation Company are likely to offer considerable competition to sailing vessels in having lowered their freights for copper to 3*l.* 10*s.* per ton, or about the ordinary rate for sailing ships, and it is not unlikely that a further reduction may be made when the new line of steamers belonging to the same company, from Valparaiso to Liverpool, through the Straits of Magellan, starts in May next.

Trade and Commerce.

As I mentioned last year, the general European goods required for the consumption of this consular district are chiefly supplied from Valparaiso, the great emporium of Chile, but for carrying on the extensive copper smelting establishments of the province the following quantities of coal have been imported during the year:—

Imports.

Articles.	Quantities.	Estimated Value.
	Kilos.	£
English Coal	38,372,978	76,600
Chilean „	52,897,647	80,000
Total	..	156,600

The above figures reduced to English tons give about 38,300 of English and 53,000 of Chilean coal.

During the same period the exports have been as follows:—

Exports.

Articles.	Quantities.	Estimated Value.
	Kilos.	£
Bar Copper	12,991,232	800,000
Copper Regulus	3,653,628	
Copper Ores	105,672	

N.B.—1,000 kilograms = 0·98425 of an English ton, so that the above will equal about 13,000 tons of pure copper.

Public Works.—The Coquimbo Railway Company have extended their works right up to Panulcillo, and I understand the directors are at present meditating a further extension of about 15 miles to Ovalle; they have in any case obtained the necessary privilege to do so from the Chilean Government.

The Tongoy Railway has been completed as far as Tamaya; the engineering difficulties on this line, which have been overcome, are very

formidable, and the ascent of Tamaya Hill is made at the exceptionally steep grade of 1 in 20; but the company, I am sorry to say, appears to have been dreadfully mismanaged, and at the time at which I write is almost in a state of financial collapse, the shares having reached 75 per cent. discount with heavy liabilities approaching maturity, to meet which it is supposed they will have to liquidate. The result will probably be the starting of a new company on the ruins of the old one, and if the directors then adopt a liberal tariff, and render competition by carts or otherwise impossible, I still believe the line ought to pay a respectable dividend, but for the original shareholders it has been a ruinous investment.

Banks.—The "Banco Nacional de Chile" have appointed an agent for this province, who, I understand, is to begin operations in July next. This will, I think, be of considerable advantage to the commerce of the place.

General Remarks.

In the Report which I had the honour of transmitting to your lordship for the year 1866 I ventured to observe that, in consequence of the unsettled state of the Spanish question, the commercial prospects of the place were not very encouraging, and, although doubtless this has had a prejudicial effect, I regret to say that another and more serious influence has been experienced all through the year, in the great depreciation which has taken place in Europe in the value of copper. The result of this has been that, whilst all have suffered, the Panulcillo Copper Company have been particularly unfortunate, the poor quality of the ore contained in their mines and the consequent expense of working the establishment requiring high prices to make it pay. One of the directors of the company has recently come out to Chile and is inaugurating several changes in the management. It is to be hoped that these may have a beneficial effect and the company be enabled to continue its operations, for, if they were to stop work, it would be a most serious calamity for this district and would throw 1,500 or 2,000 people out of employment.

It is generally supposed that some sort of secret truce has been agreed to between Spain and this country, but nothing is known with certainty. It is however feared that the triumph of the late revolution in Peru will lead to serious complications between the two Republics, and it remains to be seen whether the alliance entered into with Prado's Government will now remain in force. There is a general depression in every branch of trade, and if the staple article of export, copper, still continues to depreciate, it must eventually have a most disastrous effect upon the commercial condition and prosperity of Chile.

Coquimbo, February 29, 1868.

FEEJEE ISLANDS.

Report by Mr. Acting Consul Thurston on the Navigation, Trade, and present Condition of the Feejee Islands.

THERE has been a slight decrease in the aggregate tonnage of shipping visiting the ports of Levuka and Rewa during the past year.

This can be partly accounted for by the withdrawal of one or two ships from the trade, and to their being replaced by vessels of less capacity, but better adopted for insular navigation.

The trade of this group is at present entirely carried on by British vessels sailing from ports in the adjoining Colonies.

The following statement shows the number of ships and gross tonnage entered compared with last year.

	1866.	1867.
British Ships	27	24
Foreign „	3	1
Gross Tonnage	4,024	3,797

During the past year three small vessels have been built, measuring respectively 30, 40, 45 tons.

The number of small craft belonging chiefly to British residents, occupied in island traffic amounts, at the present time, to 18, measuring in the aggregate about 350 tons.

As the cultivation of cotton and other products, now engaging the attention of the settlers, progresses, it will be necessary to build or purchase other small vessels for the purpose of collecting the various articles from outlying districts, where it would not be safe or expedient for a large ship to proceed.

There is a prospect of an enterprising Sydney firm dispatching a ship direct from this port to London or Liverpool during the coming year. Not having a recognised Government at Feejee, there are no port charges, dues, on imports of any nature.

The navigation of the group is open with safety from April until December, during which time the South-East Trade winds prevail. From January until April the winds are variable, frequently blowing with great violence from the North and North-West, attended with heavy rains.

COMMERCE.

The following comparative Table will indicate the progress this group has made during the past year:—

Article.	1865.		1866.		1867.	
	Amount.	Value.	Amount.	Value.	Amount.	Value.
		£		£		£
Cotton.. .. cwt.	2,400	9,300	5,880	19,800	7,586	34,004
Cocoanut oil .. tuns	500	11,000	450	9,000	150	3,260
Bêche de Mèr piculs	500	1,200	300	600	880	1,600
Wool .. .. lbs.	10,120	400	8,396	320	496	134
Tortoise shell .. lbs.	750	375	2,000	1,000	1,700	812
Coir .. .. tons	50	500	..	..	..	..
Pigs, Fruit, &c. tons	..	500	..	250	..	159
		24,175		30,970		39,960

In addition to the above returns are cash remittances, the amount of which cannot be estimated.

The imports do not exceed, as far as I can acertain, the estimate formed for the year 1866.

However, during the past year many of the immigrants from the adjoining Colonies are of a class possessing some means, and have imported a considerable amount of trade and barter on their own account. The total value of imports may approximate—by traders 26,000*l.*, by settlers 3,000*l.*, making a total of 29,000*l.*

The satisfactory increase in the value of exports is owing to the success attending the cultivation of cotton. It will be observed by reference to the foregoing table that cocoanut oil, formely the principle export, has in quantity fallen short of what might have been expected, this however, can be explained.

Cotton.—The expenses in shipping cotton to the Colonies is excessive, and has a depressing effect upon the planter, which can only be removed by direct communication with England. This effected, I venture to predict that Feejee will rapidly rise to a position of commercial importance. At the present time freight upon cotton to Sydney is from $\frac{7}{8}d.$ to 1*d.* per pound, which is about the same rate charged for conveying it thence to England.

The expenses on this article for ginning, packing, freight, and brokerage, now consigned to England viâ Sydney, amounts to $4\frac{1}{2}d.$ per pound.

The varieties of cotton cultivated in Feejee are three in number, viz., Kidney, Egyptian, and Sea Island, for the two former an average of 9*d.* and 10*d.* per pound has been obtained at this port, and for the latter 1*s.* per pound.

To the present time no definite report has been made by the cotton brokers regarding the quality of Feejeean cotton.

Private advices speak highly of them, and place their value according to varietey from 1*s.* 3*d.* to 3*s.* 6*d.* per pound.

Oil.—The value of exports has been greatly reduced by the small amount of oil made compared with former years. Two years ago these islands suffered from a violent hurricane, the effect of which the cocoa-nut trees have not recovered. Intelligent natives state the trees require at least three years to regain their vigour after these severe storms.

Bêche de Mèr.—The Bêche de Mèr fisheries have been extended during the past year, particularly upon the Mathuata coast, situated upon the north side of Vanua Levu; the increase of value of export under this head has been large, and provided the exertions used to keep the petty chiefs from quarrelling are successful, will no doubt augment. The fish is sold here at per picul = 140 lbs., and at an average price of

36*s.* per picul. The market prices of this article fluctuate very much, being sometimes as high as 40*s.* per picul, and as low as 24*s.* during consecutive months. It is shipped to Sydney and thence to China.

Wool.—This article as an export is becoming less every year, sheep farming has hitherto resulted in disappointment to its promoters, the flocks being carried off by some disease for which the owners are unable to account. Notwithstanding the want of success hitherto attending this pursuit, large tracts of land have lately been bought by some sheep farmers from New Zealand who intend importing their flocks next May.

The following Return will show the increase of a small flock of ewes, the increasing weight of fleece, and the gross weight of the clip during three years:—

Year.	Number of Sheep	Station.	Weight of Fleece.	Weight of Clip.
			lbs.	lbs.
1863	440	Nananu	2,625	1,150
1864	559	Island	2,826	1,580
1865	530	Viti Levu	3,400	1,800

Tortoise Shell.—Tortoise shell is plentiful, the amount exported might be increased threefold if the Feejeeans were at all industrious. The value of this article has fallen greatly. A few years since it was worth 20*s.* per pound; now, it brings in the Colonial markets 9*s.*

Pigs, Timber, Fruit &c. &c.—Very little has been exported under this head owing to the influx of settlers during the year past. Everything the native producer could raise in the way of food, either animal or vegetable, has scarcely sufficed to meet their requirements. For the same reason no timber has been exported, the whole being used here for the numerous additions and improvements to the houses of the settlers. Some fruit has been exported, also maize; the latter grows very finely here and is consumed chiefly by the servants and labourers on the various plantations.

The coming year will no doubt see these islands advance steadily in the path of prosperity. Large sums of money have lately been invested by men possessing the means to enter extensively into agricultural pursuits. A company is in the course of formation for the purpose of cultivating sugar in the Island of Taviuni, the soil of which is peculiar in richness and fertility. From the high opinion competent judges entertain of the sugar-cane now grown by the natives no doubt can be entertained of the success that will attend the undertaking.

Agriculture.

Under this head it is satisfactory to report some improvement. In cotton more care is now taken in the selection of seed, in the preparation of the ground and cultivating the plant. The best season for planting cotton is from September to January. The months July and August are generally dry, enabling the planter to up-root and burn off the weeds upon his land, and prepare it for the general rains of September and October. In dry months the sun is likely to strike through the soil and injure the roots of the young plants, thus producing the disease known as "sore-shin." This retards the growth or causes the death of the tree. If heavy rain falls soon after planting, the seed is very liable to rot in the ground, in many cases owing to unpropitious weather. Infinite trouble must be endured before the planter can obtain a stand

of cotton, the plant appears about four days after sowing, and under favourable circumstances grows rapidly.

Sea Island cotton is generally planted in rows 6 feet by 6 feet; but some planters are drilling as in America, the rows being 5 feet and the plants thirty inches apart. The variety grows much faster and arrives at maturity sooner than any other. I have observed the first blossoms upon a tree one month after planting, at the end of the second month the blossoms fell, and the bolls appeared, at the end of the third month the bolls reached maturity, and the cotton was ready for gathering. The most experienced growers estimate each healthy tree will produce annually five pounds weight of seed cotton. There are three crops of this variety during the year, the first in January or February, the second in May and June, the third in September and October. The vicissitudes of the seasons, however, will forward or retard the ripening of the crop by a month. In ginning this cotton loses two-thirds of its gross weight, 300 lbs. of seed cotton producing 100 lbs. of fibre.

Assuming that each tree would produce on an average three pounds of seed cotton, equal to one pound of clean fibre, at one shilling, and that an acre of land planted 6 feet by 6 feet carries 1,031 trees, the gross value annually per acre would be 51*l.* 11*s.*

The demand for Sea Island cotton is limited, but the diminished production of this variety in America, owing to the disorganization of labour, will probably afford the Feejeean planter an opportunity of selling all he can produce at a remunerative figure for some time to come.

The Kidney and Egyptian cotton is of much larger growth, requiring to be planted 12 feet by 12 feet. It is sown in the same months as the Sea Island. The picking season is in July, a second and lighter crop can be gathered in December.

The average yield of this cotton is 1,200 lbs. per acre, yielding about 350 lbs. of clean fibre, the value of which in Feejee is about 15*l.* sterling.

All varieties of cotton in Feejee are perennial.

The number of bales leaving Feejee during the present season will be 2,500, of which 90 will be Sea Island, thus the remainder, say 2,400, will consist of the less valuable varieties, Egyptian, &c. &c.

A bale of cotton weighs 350 lbs. which, as stated above, is the produce of an acre.

I estimate the land at present in cultivation by Europeans as follows:—

Acres in cotton = No. of bales of 350 lbs. ..	2,400
„ „ coffee, corn, beans, yams and vegetables generally = ⅓	800
Acres cleared and in course of cultivation ..	1,500
Total in cultivation ..	4,700
Estimated area of land held by Europeans ..	160,000
Uncultivated	155,300

The cultivation is carried on by labourers obtained from the neighbouring islands. The implements used are large knives and hoes. Like all Polynesian races these people prefer sitting to standing whilst at any occupation, therefore they cannot be induced to work with hoes or spades, unless they be perfect toys.

Nevertheless, a fair amount of work is done, provided they are judiciously managed, well fed and cared for.

The expenses in cultivating land at Feejee are the same as stated in the Report of 1866.

Three years back there were only two cotton gins, and one windmill in all Feejee, at the present date there are about thirty gins, and five steam engines.

For short stapled cottons the saw gins are preferred, and for the longer knife gins.

In the import of agricultural implements there is also an increase, several ploughs, harrows, and cultivators being now in use, for the working of which, and for breeding purposes, seven horses, and thirty-five head of cattle have been imported within the last few months.

Population.

The white population is steadily increasing, the following statement shows the number of residents subject to civilised authority.

	British.	British ½-castes	Total British.	American.	American ½-castes.	Total American.	Various Nationalts.
Men ..	252	85	337	31	23	54	40
Women..	45	63	108	1	21	22	1
Children	114	90	204	6	57	73	2
Totals	411	238	649	38	101	139	43

The native population of Feejee may be roughly estimated at 100,000 they are however, rapidly decreasing.

I have received the following authentive information of the births and deaths at three towns during the past year. The first town is situate upon the Island of Ivalon which contains the principal port of the group, and is the residence of the greater portion of the white people. The second is at Soso, a division of Baw, at which place a mission family only resides permanently, but Europeans call there daily. The third is Ba, upon the north coast of Viti Levu, where no Europeans reside, and visitors are rare.

Town.	Died.	Born.	Of which died.
Tai ..	41	7	7
Soso ..	27	7	4
Ba ..	60	nil	nil

A very few years ago the Island of Ivalon could send out 3,000 fighting men, now it could only muster 500 by including the lads and old men. This is not a solitary example, the ruined and deserted villages throughout the country bear testimony to the disappearance of the race.

Port Levuka, Feejee, December 31, 1867.

FRANCE.

BREST.

Report by Mr. Vice-Consul A. Castagné on the Trade and Commerce of Brest for the Year 1867.

Shipping and Navigation.

Arrivals at Brest and small ports of the department of Finistèrein 1867:—

Nationality.	Number of Vessels.	Tonnage.	Trade.	Nature of Cargo.	Remarks.
French	1,695	93,260	Coasting	Brandies, Wine, French Produce and Manufactures, Groceries, Colonial Produce, &c.	There being no articles of exportation, all these vessels depart in ballast. A few of them take cargoes of Potatoes at Pont-l'Abbé; Rye, Oats, at Landerneau, and Hewn Stones at Brest for the Thames embankment.
Ditto	225	19,402	Direct with other Countries.	Coals, Cement, Iron, Timber, &c.	
English	87	9,231	Direct	Copper, Coals, Iron, Cement, Jute, Machines, &c.	
Other Foreign Nations.	47	10,136	Ditto	Hemp, Timber.	
Total	2,054	132,029			

The cargoes imported by English and other Foreign vessels were:—

Articles.	By English Vessels.		By Foreign Vessels.	
	Brest.	Small Ports of Finistère.	Brest.	Small Ports of Finistère.
Coals	31	25	..	..
Cement	18	2	..	..
Jute	..	3	..	..
Timber	..	..	24*	13
Hemp	..	2	1	2
Iron	2	1	..	..
Wheat	1	..	1	..
Bricks	..	1	..	..
Machines	..	1	..	..
Cod Roe	..	..	..	6
Total	52	35	26	21

* Some of the cargoes of timber are supplied for the Imperial navy, and generally loaded in the Baltic Ports.

TABLE showing the Arrivals at the different Ports of the Department of Finistère in 1867.

Ports.	French Coasting Trade.			French Trade with Foreign Countries.			English Trade—Direct.			Other Foreign Trade—Direct.		
	Vessels.	Tonnage.	Crews.	Vessels.	Tonnage.	Crews.	Vessels.	Tonnage.	Crews.	Vessels.	Tonnage.	Crews.
Brest	1,111	65,716	7,137	86	8,730	526	52	6,862	381	25	7,346	283
Landerneau	124	6,421	541	33	2,629	169	11	793	50	5	697	36
Port Launay	62	3,210	270	22	1,318	103	2	156	10	..	..	..
Couquet..	31	1,605	135	5	394	30	3	495	20	..	..	..
Guimper	198	5,923	689	27	2,089	149	3	329	17	..	..	..
Coucarneau	15	1,050	67	8	664	46	2	127	8	8	1,006	54
Douarnenez	23	2,730	101	14	1,334	85	..	..	..	8	1,087	55
Audierne	7	585	34	4	243	20	..	..	..	..	..	..
Pont-l'Abbé	19	1,675	81	8	663	45	4	229	18	..	..	..
Aberwrach	71	2,808	205	14	1,055	77	8	217	22	..	..	..
Roscoff	34	1,537	148	4	283	22	2	83	8	..	..	..
Total	1,695	93,260	9,508	225	19,402	1,272	87	9,231	474	46	10,136	428

NUMBER of Sailing Vessels and Steamers belonging to the Ports of the Department of Finistère in 1867.

Ports.	Sailing Vessels.									Steamers.	General Total.
	From 700 to 800 tons.	From 600 to 700 tons.	From 500 to 600 tons.	From 400 to 500 tons.	From 300 to 400 tons.	From 200 to 300 tons.	From 100 to 200 tons.	From 60 to 100 tons.	Less than 60 tons.	From 100-Horsepower and under.	
Brest	1	..	..	..	2	8	20	9	51	6	97
Landerneau	..	..	..	..	..	..	..	..	4	..	4
Port Launay	..	..	..	..	..	..	..	3	7	1	11
Couquet	..	..	..	..	..	..	..	1	9	..	7
Guimper	..	..	..	..	..	1	5	4	19	..	29
Coucarneau	..	..	..	..	..	..	..	..	1	..	1
Douarnenez	..	..	..	..	..	..	5	6	8	..	19
Audierne	..	..	..	..	..	..	..	3	4	..	7
Pont-l'Abbé	..	..	..	..	..	..	..	1	2	..	3
Aberwrach	..	..	..	..	..	..	..	..	2	..	2
Roscoff	..	..	..	..	..	..	3	1	3	..	7
Total	1	..	..	..	2	9	33	28	107	7	187

Trade and Commerce.

Imports.

The import trade of Brest is still of but small importance, and is mainly confined to dockyard supply and to coasting of vessels of small tonnage for home consumption, for which the railway to Paris is a sharp competitor. The imports consist of the same as those enumerated in my last Report for 1866.

Coals.—The Import of coals for town consumption is about the same as that of the preceding year: viz., 24,787 tons in 1867; 24,423 tons in 1866.

The Imperial navy is supplied with French coals, drawn from the coal basin in the department of "Nord," the Anzin mines, as reported in my last Report. The coal drawn from this district is taken to Dunkirk by rail, and there shipped on French coasters. The contract price made with the French Government under sealed tender for the years 1866–67 and 1868 is per 1,000 kilogrammes 32 francs (1*l.* 5*s.* 7*d.*), and the contract freightage is 9½ francs per ton, subject to a commission of 3 per cent., which is always paid to the marine, for the benefit of the public treasury. However, at the end of the year 1867, the the French Vice-Consul at Cardiff, acting in the name of the French Government, contracted with an English house in this town for a supply of 3,000 tons of Welsh coals.

Since the year 1859, the French Government had given up bringing coals from England. The Imperial navy sometimes sends coals to its foreign stations.

Cement.—A small increase has taken place in the import of cement, but there is a considerable decrease in the importations as compared with preceding years, on account of the Government works having been stopped, or having been near their completion. The importations of 1866 were 2,200 tons, and this year, 2,787 tons.

Rate of Freight.—The rates for freights range as follow:—

From the Bristol Channel, 9 to 11 francs (7*s.* to 9*s.*) per ton.

From north-east coast, 8*l.* to 12*l.* per keel, and from London 7*s.* to 9*s.* per ton.

Dockyard Supplies.—There is nothing to speak of under this head, no change having taken place since our remarks on the subject contained in the Report of last year.

Ship Building.—No vessels have been built here during the year 1867.

Pilotage and Ports Regulations.—No changes have been made.

Light Houses.—The two cast-iron towers intended for the entrance of the Napoleon Harbour, having been exhibited at the late Paris Exhibition, cannot be erected this year.

Beg-ar-Vechen Lighthouse.—One lighthouse was built at Beg-ar-Vechen, at the entrance of the river of Pont-Aven; it is to be lighted on the 1st of March, 1868.

Great Black Stone Lighthouse.—The lighthouse intended to light the Black Stones ridges, "Chaussée des Pierres Noires," is built on the great black stone at the west extremity of the ridges. During the last summer it has only been possible to come alongside this rock 45 times. The masonry at the end of the year 1867 was carried up three metres (about 11 feet) above the level of the highest equinoxial tides. The work will be resumed about next April. The funds allotted for this work are 60,000 francs (2,400*l.*).

Ar-men.—The lighthouse to be erected on the "Chaussée des Seins,"

at its western extremity on the rock called "Ar-men," is in course of execution. The engineers have succeeded in prosecuting their operations during several days last summer, and the workmen have got the greatest of the difficulties under. They hope to make considerable progress, in the works next summer. A credit fund is granted for this work.

Building of two new Lighthouses.—Early in the season next spring, the Commissioners of Bridges and Roads ("Administration des Ponts et Chaussées") intend erecting on our coast two new lighthouses; one of them will be erected at the north-west extremity of Pontusval. The other near Plouguerneau, at the village called Lanvaon, situated on the coast. This new light is intended to replace that which now exists at the bell-tower of Plouguerneau, but which is too far from the coast. It will be erected in the same direction, in which are now the lights of Plouguerneau and Ile of Vrach.

The advantages resulting of these new lights will be their being in a better position near the coast, and consequently their being seen at a greater distance. This will be completed in about two years.

Fishery.—The fishery is one of the most important branches of our commerce, it lies chiefly in the departments in Finistère and Morbihan.

The number of boats employed in the trade was this year for the department of Finistère (viz., Brest, Concarneau, Audierne, Douarnenez, Camaret), 1,509 boats, measuring 7,650 tons, and manned by 8,729 men.

In the department of Morbihan (viz., Ile de Groix, Belle Ile, Lorient, and the adjacent villages), the number of boats employed in the corresponding year was 2,687, measuring 10,384 tons, and manned by 9,103 men.

These boats are for the greatest part employed in taking pilchards, mackarels, lobsters, and common fish.

There is also a large business done in fresh fish and lobsters, which are sold in large quantities, and forwarded to Paris, both by the Western and Orleans Railway Companies.

The pilchard season of 1867 was a bad one. The amount of oil employed for preparing sardines for market, preserved in oil, amounted to 315,028 kilogrammes in 1866, in the department of Morbihan; in the same department the amount of preserved sardines this year amounted to four millions of kilogrammes, representing a value of six millions of francs. The quantity of oil received in 1867 amounted to 345,393 kilogrammes, but in consequence of the bad sardines season, a large stock remains in store. The preparation of the salted sardines is decreasing every year, it was manufactured the last year only 100,000 to 150,000 kilos. The import trade in cod roe, used as bait in the sardines fishery amounted in 1867 to 10,000 barrels, representing a value of 750,000 francs (30,000*l.*).

Iceland Cod Fishery.—For the Iceland cod fishery, the ports Légué, Paimpol, and others in the department of Cotes du Nord, furnished 54 vessels, representing a total of 6,200 tons, manned by 1,022 men. The results of this fishery are less satisfactory than those of previous years, and the number of vessels employed is diminishing.

Transatlantic French Line of Steamers between Havre, Brest, and New York.—The French Transatlantic Steam Ship Company running between Havre, Brest, and New York continue to touch at Brest twice a month on their outward and homeward voyages for mails and passengers. It is worthy of remark, that the number of passengers embarking or landing at the port of Brest has been gradually increasing since the Transatlantic Company's steamers have arrayed at our port.

Transatlantic English Steam Line between New York, Brest, and

London.—The line of English steamers, "The London and New York Steamship Line," running between New York and London have called at Brest bi-monthly for landing passengers during the entire duration of the French Exhibition. The steamers anchored in the roads, and the delay was generally never more than an hour. The exceptional geographic position of Brest renders it a station worthy of attention, so far as it relates to Transatlantic lines of steamers having goods, or especially passengers to embark or land, and many are of the opinion, that in the course of time, more or less, in the future, the majority of the Transatlantic Companies will find their interests enhanced by their steamships touching at this port.

The French "Great Eastern" Company.—In the month of December, 1866, in anticipation of the French Universal Exhibition, an arrangement was entered into between the "Great Eastern" Steamship Company and Mr. T. Despecher, of Paris, the object of which was to hire the "Great Eastern" for the conveyance of passengers and goods from New York to Brest, and *vice versa*, during the Exhibition season. Mr. T. Despecher was the manager of this Company, which was called "La Société des Affrêteurs du 'Great Eastern' limitée."

The capital, partly raised in France and partly in England, amounted to two millions of francs (80,000*l.*), in 4,000 shares of 500 francs (20*l.*) each. Mr. T. Despecher engaged, under a contract with the "Great Eastern" Company, to supply the vessel with new boilers, and to put her in thorough repair, and to make suitable arrangements for passengers and merchandise at his own expenses.

Mr. T. Despecher further agreed to pay freight for the hire of the said ship from the 1st of January to the 31st December, 1867, amounting to the sum of 12,000*l.*

The ship's repairs and fittings for passenger accommodation were made in the Mersey, and progressed very rapidly, but on the point of starting it was discovered, that not only had all the capital been spent, but that they were unable to pay for the entire current expenses, coals, stores, &c.

However, all being ready for sea, and trusting to make a remunerative voyage, the "Great Eastern" was permitted to leave for New York, and she returned subsequently to Brest, where she arrived the 29th April, but with only 191 passengers, and no cargo on board.

The undertaking turned out a complete failure, and instructions were awaiting the captain here, ordering him immediately to proceed to Liverpool. She started in the evening of the same day, after having landed her passengers.

The English creditors have brought an action against the Company, claiming payment of the monies still due to them.

Wrecks and Casualties.—The following is the sad and melancholy list of English ships wrecked on our coasts, within this Consulate during the past year:—

Schooner "Choice Fruit," of Brixham, from St. Michael's (Azores) to Hull, with fresh fruit, lost on the 24th January, on Triélen Island, near Ushant.

Brig "Charlotte McDonald," of Digby (Nova Scotia), 243 tons, from New York to Hamburg with petroleum, stranded the 6th February in Dinant Bay, near Camaret; was succeeded to set her afloat in April.

Bark "Pelham," of Whitby, 317 tons, from Bordeaux to Swansea, lost on the 27th February on the "Verrés," near the entrance of Pont-Aven's river.

Schooner "Sarah," of Jersey, 46 tons, from Point l'Abbé to Cardiff with potatoes, lost on the 7th March on "Penzer" rock, near St. Mathieu's Point.

Brigantine "Jane Junes," of Inverness, 138 tons, from St. Ubes to London with salt and corkwood, lost 15 July on "La Tument" rock, off Ushant.

Schooner "Rienzi," of Jersey, having perished crew and cargo, on the coast of Morieux in the night of 16th to 17th November.

Bark "Benin," of Liverpool, 550 tons, from Benin (West Coast of Africa) to Liverpool with palm oil, lost the 10th of October on a rock neighbouring Perros.

Bark "Glendevon," of Sunderland, 336 tons, from Ibraïla to Falmouth with wheat, lost on Ushant, the 2nd of December.

Bark "Eagle," of Sunderland, 383 tons from Berdiansk to Rotterdam with rye, lost on the Correjou, near Aberwrach, the 2nd of December.

Brig "Queen of the Plym," of Plymouth, 158 tons, from Galatz to Plymouth with wheat, lost on Kerisoe, near Aberwrach, the 2nd of December.

Brig "Jane Alice," of Sunderland, 284 tons, from Tangarock to Falmouth with rapeseed, lost near Roscoff, the 2nd of December, the master and two men drowned.

Brig "San Juan," of Sunderland, 247 tons, from Ibraïla to Falmouth, foundered at sea the 5th of December, the crew having been picked up at sea by a French schooner and landed near Lorient.

Brig "Prairie Bird," of Hull, having perished at sea, the hulk has driven on shore, near l'Aberwrach, the 14th of December.

Exportations.

There is but little to say under this head, the exports having been unimportant, consisting in some cargoes of grain, potatoes, bones, rags, old iron, and granite stones loaded for London, a contract having been entered into with a London firm, contractor for a large supply of hewn granite, intended to be used in the construction of the Thames embankment.

Horses.—The exportation of horses still continues, they are drawn from the departments of Finistère and "Côtes du Nord;" large numbers of horses are sent both by rail and sea.

Cattle.—The export in cattle is about the same as that of the precedent year.

Agriculture.

All over the three departments, within this Consulate, the crops have been very poor, although no symptoms of disease having manifested themselves in the vegetable produce.

Grain of every description form the chief produce of these departments, but the crops produced during the last year are much below average, both as to quantity and quality, as wheat, rye, and barley. Oats have turned out a total failure. Buckwheat, grown and reaped in good conditions, and produced an abundant crop, which has served the peasantry in a great measure instead of wheat.

Potatoes are scarce and of a bad quality, the exportation has in consequence greatly decreased. At this early season of the year any conjectures respecting the crops for the next season would be altogether hazardous and out of place.

Public Works.

The works for the new harbour are still carried on, not very rapidly it is true, but still steadily.

It is to be hoped that before two years have elapsed the entire new

harbour will be dredged, and ships of every tonnage and size, drawing 28 feet of water, will be able to moor alongside the quays.

A new quay of 365 metres (1,095 English feet) long will very likely be open by that time to the trade, and will enable the largest steamers to come alongside for the loading or unloading of cargoes.

Two dredging machines are constantly kept at work, and no doubt the entire new harbour will be thoroughly cleansed in two years' time. The gasworks buildings have been doubled, the gas consumption having considerably increased. It is intended also that the Imperial dockyard shall shortly be lighted with gas. It is calculated that gas-coal will be increased more than a third. The consumption for the year 1867 has been 2,500 tons; this quantity, it is expected, will be increased to 3,500 to 4,000 tons in the year 1868.

A work of some importance is now in course of execution at Brest. The part of the old commercial harbour, which has been relinquished since the opening of the new commercial harbour, was constructed on the slope of a hill, at the foot of which is situated the entrance of the arsenal (on Elorn's river). The houses are being pulled down, and on their site a circular boulevard is to be formed, whence will be obtained a splendid view, both of the roads and of the dockyard.

It is also intended to erect a civil hospital to be outside the town, and in a more airy and healthy situation.

On the site of the old theatre, destroyed by fire two years ago, a new and handsome edifice is to be raised, more in keeping with the present ideas of comfort and luxury.

The municipal authorities of the town contemplate seeking authority for raising a loan of 4,000,000 of francs (160,000*l.*).

Dry Docks.—In the arsenal has now been completed a large dry dock, it has been entirely excavated from the living rock. The work was begun some ten years past it has been actively carried on on a large scale, it having been necessary to blow up the entire clift. The dock has been excavated to a depth of 11 metres, 33 centimetres (41 feet 8 inches) to the breadth of 28 metres (99 feet 3 inches), and a length of 204 metres 75 centimetres (726 feet English).

This new dry dock, which is provided with two entrances, each independent of the other, and may, by means of a door, be divided into two divisions, is able to receive men-of-war of the largest known dimensions. Two other docks of a smaller dimension are also in course of execution.

Another one is also being enlarged, but this work is encumbered with great difficulties, on account of the great depth of water by the construction of a dam. However, by the end of this year they hope to conquer most of them, and ere long we hope the works will be finished. These docks belong to the French Government, but they are open to the mercantile marine, when not in use for Government purposes. The charges are fixed by the tariff issued by the French Government.

General Remarks.

The rate of exchange during the year averaged 25 francs 10 cents. per £ sterling.

Labourer's wages range from 2 francs 50 cents. to 3 francs per diem (2*s.* to 2*s.* 6*d.*).

Life-boat stations, having been established in several places along the coasts within this Consular district, have proved themselves most

effective, and rendered eminent service in saving many lives during the two past winters.

The Marine Insurance Companies have not worked profitably, in consequence of the large number of casualties during the year; one of the two companies, which were established here, has failed.

The cost of living is very high and increasing considerably; it is now twice as dear as it was a few years ago. House rent is also most exorbitant.

Butcher's Meat.—The following is a comparative Table of the retail price of meat at Brest during the years 1866 and 1867:—

	1866.	1867.
Beef (per lb.)	60 cents. (6 pence)	.... 65 cents. (6½ pence)
Mutton „	90 „ (9 „)	.... 90 „ (9 „)
Pork „	40 „ (4 „)	.... 50 „ (5 „)
Veal „	50 „ (5 „)	.... 55 „ (5½ „)

Savings Banks.—Throughout the department of Finistère, Morbihan, and Côtes du Nord a great many Savings Banks are established, and indeed several small towns enjoy the advantage of these valuable institutions.

In 1866 the sums deposited at Brest amounted to 1,487,629 francs (59,505*l.*), belonging to 10,671 depositors.

In 1867 the sums deposited amounted to 1,623,088 francs (64,924*l.*), belonging to 11,361 depositors.

The rate of interest is 3¾ per cent. per annum, it is the highest rate paid in France by any Savings Bank. The rate of interest paid at Paris is only 3½ per cent. a-year.

The Savings Banks in these countries are very popular and in a very thriving condition.

Railways.—At the end of the present year the section of railway included between Landerneau and Châteaulin was opened to the public, and in consequence Brest has become connected with the Orleans Railway Company, passing through Lorient, Nantes, Tours, and bringing them into conjunction with those of the South of France.

Population.—The population of Brest has not undergone any sensible alteration in 1867.

Shipping and Navigation.

Arrivals at Morlaix in 1867.

Nationality.	Number of Vessels.	Tonnage.	Trade.	Nature of Cargo.	Remarks.
French	49	4,132	Direct with other Countries.	Coals, China Clay, Iron, Timber.	Great number of these vessels return home with cargoes of Butter, Salt Pork, Wheat, Oats, and other grains, Honey, Cattle, Horses, and Vegetables.
Ditto	278	19,903	Coasting	Coffee, Sugar, Brandies, Wine, Tobacco, Tallow, Groceries, Manufactured Produce, &c.	
English	14	1,775	Direct	Coals, China Clay, Bricks, Cement.	
Other Foreign Nations	12	2,047	Ditto	Timber, Hemp.	
Total ...	353	27,857			

Trade and Commerce.

The trade and commerce of the port of Morlaix consists chiefly in the exportation of salt, butter, pork, salt beef, wheat, oats, honey, dry bones,

guano, candles, horses, cattle, and vegetables. All the cattle are shipped at Perros, and consist in about 300 oxen, 50 cows, and 50 horses.

Population and Industries.

The last census showed that the town contained a population of 14,000 souls.

Morlaix posseses linen, tobacco, canvas and brush manufactories, flax spinning establishments, paper and flour mills.

Public Works.

No public works are undergone, except improvements of roads and rectifying the channel of the river.

Shipping and Navigation.

Arrivals at St. Briene in 1867.

Nationality.	Number of Vessels.	Tonnage.	Trade.	Nature of Cargo.
French..	79	5,371	Coasting ..	Wine, Brandies, French Produce, Groceries, &c.
English	182	7,834	Direct ..	Coals, Cement, Iron.
Other Foreign Nations	9	909	Ditto ..	Timber, Hemp.
Total	270	14,114		

Departures from St. Briene in 1867.

Nationality.	Number of Vessels.	Tonnage.	Trade.	Nature of Cargo.
French..	156	10,719	Coasting ..	Grains, Cattle, Eggs,
English	182	8,059	Direct ..	Salt Butter, Potatoes,
Other Foreign Nations	10	987	Ditto ..	Oats, Vegetables, &c.
Total	348	19,765		

Trade and Commerce.

The principal branches of commerce of St. Briene consist in the exports of grains, potatoes, eggs, salt butter, and vegetables for English ports, especially for Jersey and Guernsey.

The export of cattle, salt butter, and grains for England, Jersey, and Guernsey during this year amounted to 6,000,000 of francs (240,000*l.*).

Population and Industries.

The population of St. Briene is about 16,000 inhabitants. The chief industries consist in manufactures of carriages, cabinet works, pianoforte, and saddlery.

Tanneries and tawing are the object of an important trade.

One of the most important industries of the department of Côtes du Nord is the smelting of ore iron, and many iron works are existing in the country.

Shipping and Navigation.

Arrivals at Lorient in 1867.

Nationality.	Number of Vessels.	Tonnage.	Trade.	Nature of Cargo.	Remarks.
French	643	23,809	Coasting	Groceries, Manufactured Produce, Grains, Stones, Coals, Wine, Brandies.	Great number of these vessels leave Lorient with cargoes of Potatoes, Pilchards, Grains, &c.
Ditto...	24	2,555	Direct with other Countries.	Timber, Coals, Pi Iron, Oil, &c., &c.	
English	12	2,044	Direct...	Coals.	
Other Foreign Nations.	13	2,749	Ditto	Timber, Cod Roe.	
Total... ...	692	31,157			

Trade and Commerce.

Grains of every description form the principal trade of the department of Morbihan.

Population and Industries.

The chief industries consists in manufactures of sardines, preserves, glass-works, flour and paper mills, chemical produce, breweries, tanneries, iron-works, and earthernware.

The population of Lorient is about 38,000 souls.

Brest, April 11, 1868.

DUNKIRK.

Report by Consul Major Norman Pringle, on the Trade and Commerce of Dunkirk, for the Year 1867.

Shipping and Navigation.—In the year 1867 there were 1,100 British vessels which entered the port of Dunkirk, measuring 240,068 tons, and having a total number of 12,524 men; whilst in 1866 there were 1,320 vessels, measuring 251,796 tons, and manned by 12,122 men; giving, therefore, for 1867 a decrease of 220 vessels and 11,728 tons, and an increase of 402 seamen. This difference of 220 vessels, compared to that of 11,728 tons, is of very little consequence as regards the British trade at Dunkirk, as year after year the trade is carried on by vessels of larger size. In 1866 the average tonnage was 184 tons per vessel, whilst in 1867 it amounts to 218 tons, giving an increase of 34 tons on each vessel, with every prospect of increasing yearly: as the shipowners find that with the reduced freights they are bound to work for, there is a much larger profit with vessels of a high tonnage.

The French trade at this port amounts for 1867, to 1,666 vessels, measuring 208,299 tons, and manned by 11,668 men, giving on the year 1866 an increase of 16 vessels and 2,124 tons. The average size of the French vessels is much about the same as the last years, as the foreign trade is greatly carried on by foreign nations. Of that number of 1,666 vessels, 556 were specially employed in the French coasting trade, which is strictly reserved to vessels carrying the French flag. All the other nations together amount to 281 vessels, measuring 60,366 tons, in which number Norway and Sweden come in for 123 vessels, measuring 28,069 tons.

The total number of vessels of all nations that entered the port of Dunkirk in 1867 was 3,047, measuring 508,733 tons, and manned by 26,926 men, exclusive of the fishing-boats; whilst in 1866 there were 3,181 vessels, measuring 503,072 tons, and manned by 24,652 men.

I have no observations to make as regards lighthouses and lights at this port, as no change has taken place in 1867. The shipbuilding business continues to be very slack, no vessels of a large size having been built: the only vessels built were principally schooners for the Iceland cod fishery; the average tonnage is 140 tons, and the costs, with all fittings, amounts to about 2,000*l.*

Trade and Commerce.—The trade at the port of Dunkirk has sustained but little damage. The principal imports are wool, wheat, seeds of different kinds, tissues, oil, jute, hemp, flax, bricks, coal tar, coal, pig iron, chemical products, yarns of different kinds, and machinery. The principal exports were wheat, flour, potatoes, vegetables, fruits, eggs, sugar, bran, chemical products, and wine; also coals for the French Government, to be delivered at the arsenals of Cherbourg, Brest, and Toulon.

Between England and France the trade has been much the same, the increase on certain goods being balanced by the decrease on others. Of the principal imports the following goods show an increase on 1866:—such as wool, from 6,118 tons to 7,051 tons; wheat, from 3,022 tons to 10,325 tons; soda, from 2,767 tons to 3,245 tons; flax, jute, cotton,

and woollen yarn, from 855 tons to 938 tons; pig-iron has remained much about the same. In 1866 there were imported 29,009 tons, and in 1867, 29,209 tons. On the other hand, the following goods have decreased:—tallow, from 1,043 tons to 251 tons; seeds of different kinds, from 1,377 tons to 226 tons; jute, hemp, flax, and cotton, from 15,730 tons to 14,793 tons; coal tar pitch, from 22,979 tons to 14,502 tons; coals, from 133,925 tons to 96,249 tons; carbonate of baryte, from 3,211 tons to 1,147 tons; tissues, from 269 tons to 42 tons; machinery, from 2,736 tons to 2,508 tons; and iron tubes, from 1,008 tons to 548 tons.

The exportations from France to England show about the same differences. Whilst wheat decreases from 37,324 tons to 1,650 tons, and flour from 54,879 tons to 10 tons, potatoes increase from 2.880 tons to 111,666 tons; vegetables, from 119 tons to 1,189 tons; and fruits, from 4,472 tons to 5,220 tons. Raw sugar has increased from 21,549 tons to 24,140 tons, whilst refined sugar has fallen from 582 tons to 244 tons; flax yarn has fallen from 413 tons to 13 tons; and jute yarn increased from 1.017 tons to 2,527 tons. In 1866 there were 1,116,034 litres of wine exported, and in 1867 there were 1,487,281 litres.

The average on the other goods shows only a very slight difference which cannot be accounted for, some having increased, and others decreased, as the demands on the trade were made for them.

On the whole, the year 1867, compared to the year 1866, as regards trade and commerce at the port of Dunkirk, may be considered to have been much more profitable, as a great many more cargoes were shipped than in the past year, and the number of vessels entering in ballast is inferior to the number of 1866.

Agriculture.—The harvest of 1867 was not abundant in crops of any description, and prices of grain and other farm produce were to a high figure, which has continued until now. The prospect for the harvest of 1868 is more cheering, as the crops of all kinds look well throughout this district, and equally so in the interior of the country. The weather during the last fortnight has been very favourable, and there is already a great decrease on the price of wheat and flour on all the markets in the north of France. It is generally expected that, as the prospect of the new harvest grows more favourable, the prices will continue to decrease during all the summer.

Population and Industries.—The population of the town of Dunkirk is now of about 33,000 inhabitants, not including the floating population, comprising all the sailors of every nation; as also the workmen, with their families, who don't reside, but only come for a short time at job-working.

The several factories built here have had great difficulty in getting over the crisis which has extended over all the spinning manufacturers of the continent. Three of them have been obliged to wind up, and the rest have only managed to keep on by reducing the wages and diminishing the working hours. The consequence of these measures has been, that not only at Dunkirk, but in all the Departement du Nord, a great many English workmen, who had been employed for a long period in these factories, and who, on account of their great competency in that kind of work, had been accustomed to receive very high wages, as compared to the French workmen, have been obliged to leave and return to their native country, not being able to support themselves and families with the small wages they were earning.

Public Works.—During the year 1867 no public works of any importance have been going on. It is generally expected that the harbour works, which were decided by Imperial decree in 1861, and for which the Corps Législatif has this year authorised the Government to accept

from the town of Dunkirk a loan of 500,000*l.*, shall be proceeded with during this summer; and that every step shall be taken by all parties interested in pushing on vigorously the works, so as to be able to have them completed in about four years from this time.

The railway from Dunkirk to Furnes (Belgium) is expected to be opened to traffic in September, 1868, but as yet it is not decided whether this railway shall be worked by a private company, or by the Belgian company from Furnes to Bruges, nor to what port of England the line of steamers intended to be put on is to run.

Dunkirk, June 9, 1868.

GREECE.

PATRAS.

Report by Mr. Consul Ongley on the Trade and Commerce of Patras for the Year 1867.

The following is the state of trade at Patras by British vessels during the last five years :—

	Vessels.	Tonnage.	Value of Imports.	Value of Exports.
			£	£
1863	162	50,090	52,075	567,570
1864	116	45,770	52,890	446,130
1865	124	45,900	54,950	533,330
1866	117	40,971	41,390	465,639
1867	137	48,739	52,900	538,880

There is an increase in the tonnage of about 8,000 tons, which is accounted for in part by the large crop of currants for shipment during the year. It is however to be observed that the amount of tonnage is not now a very correct criterion of the actual trade, for a steamer of 1,200 tons may call and take only 100 tons of goods, whilst, if a sailing vessel of 100 tons comes in, she takes either a full cargo or goes away empty; in the one case the returns present an increase of only 100 tons, whereas in the other the increase is 1,200 tons.

The foreign shipping engaged in the direct and indirect trade of Patras amounted to 257, of the burthen of 17,826 tons, against 211, tonnage 19,316, in 1866.

A new tax on shipping has been this year imposed under the name of mole dues, it is 10 leptas per ton, payable by all vessels entering the port.

The Exports from the Morea to foreign countries were as follow :

	£
From Patras, of the value of	403,635
„ Pyrgos „	46,463
„ Calamata „	69,428
„ Nauplia „	54 956
„ Voslizza, Trifillia, &c., about	170,472
Total	744,472

This amount consists principally of currants and valonea, of the former there were shipped—

	Tons.
To the United Kingdom	40,660
„ America	2,060
„ the Continent	5,930
Total	48,650

And of the latter 5,000 tons, valued at 50,000*l.*

The Imports during the year have been—

	£
At Patras, of the value of	316,167
,, Pyrgos	4,540
,, Calamata	68,413
,, Nauplia	53,000
Total	441,920

In addition to this, various articles of foreign produce were introduced into the Morea from other ports of Greece.

The principle articles imported were—

	£
Manufactures, valued at	154,693
Grain	46,443
Sugar	22,860
Timber, staves, and hoops	20,163
Sulphur	20,035
Iron, wrought and unwrought	11,035
Hides and leathers	10,196
Coffee	7,959
Rice	6,326
Coals	5,554

The prices of the principal articles of Import and Export have been as follow :—

IMPORTS.

	£	s.	d.
Madapolams, 40 yards per piece	0	17	4
Prints, 28 yards per piece	0	10	0
Cotton water twist, No. 10/20, per 10 lbs. bundle	0	13	0
Grey T Cloth, 24 yards per piece, 6 lbs.	0	9	0
Lead per cwt.	1	6	0
Sugar ,, ...	2	4	9
Coffee ,, ...	3	13	0
Pepper ,, ...	2	3	4
Alum ,, ...	0	11	4
Sulphur ,, ...	0	8	8
Iron bars ,, ...	0	11	6
,, Swedish ,, ...	0	18	0
,, hoops ,, ...	0	15	0
Tin bars ,, ...	5	2	6
,, plates, I C, per box	1	10	4
Dry Hides, per cwt.	4	15	0
Cod Fish ,, ...	1	8	4
Red Herrings, per barrel	1	10	4
Coals, per ton	1	17	6

EXPORTS.

	£	s.	d.		£	s.	d.
Tobacco, per cwt.	1	3	0	to	2	3	4
Valonea, Grossa, per ton		—			9	7	6
,, Camata ,, ...		—			11	0	0
,, Camatina ,, ...		—			12	0	0
Fustic ,, ...		—			6	0	0
Cotton, per lb.		—			0	0	6
Currants, finest, per cwt.	1	2	9	to	1	4	0
,, second quality ,, ...	0	11	6	to	0	17	0
,, damaged ,, ...		—			0	10	6
Figs ,, ...		—			0	16	6
Resin ,, ...		—			0	4	0

The average prices of grain have been as follow :—

	£	s.	d.
Wheat, per imperial quarter	4	10	0
Barley ,, ...	2	2	0
Oats ,, ...	2	2	0
Maize ,, ...	1	18	0
Potatoes ,, ...	0	10	5

The Rates of Exchange on England for bills at three months' date have been—

	Drachmas.		Drachmas.
January	27·96	July	27·82
February	27 96	August	27·69
March	27·89	September	27·55
April	27·89	October	27·69
May	28·23	November	28·09
June	28·23	December	28·16

Making an average exchange of 27·93, whilst the Government price for the sovereign is 28·12 drachmas.

The weights, measures, and monies are—

2,128	Venetian lbs.	equal to	1 ton.
400	drams..	„	1 oke.
1	oke ..	„	$2\frac{3}{4}$ lbs.
1	kilo ..	„	1 bushel.
1	pike ..	„	$25\frac{1}{2}$ inches.
1	do. for cloth	„	27 inches.
$3\frac{7}{8}$	stremma	„	1 acre.
100	lepta ..	„	1 drachma.
28·12	drachmas	„	1 £ sterling.

The Greek National Bank has given a dividend this year of 15·36 per cent. Its paper circulation on the 31st December (old style), was 20,127,435 drachmas. The specie in the coffers of the Bank and its branches, was 9,505,722 drachmas, and the debt due to it by the Hellenic Government 9,521,943 drachmas.

On the 13/25th February, 1867, a new Customs Law was promulgated, by which the duty on all articles of export was abolished, except on the following:—

Valonea,
Raisins (including currants),
Figs.

It was to cease also on these on the 5th October, 1867.

On the other hand, the duties on almost every article of import have been increased. The basis of the tariff is supposed to be 10 per cent. on the value, but in reality on many articles it comes to a great deal more.

Manufactured goods pay about	15 to 20 per cent.
Bottled wine of ordinary quality	30 „ 40 „
Scented soap	60 „ 100 „
Gloves	15 „ 20 „

In addition to this there is about 2 per cent. town dues, and $\frac{1}{2}$ per cent. mole dues.

The natural result of these measures is to check importations, and to increase the cost of living.

Agriculture.—The currant crop was very abundant, amounting to 50,025 tons in the whole of the Morea; and, although the price as compared with that of other years was low, yet almost all the shipments left heavy losses, so that at the end of the year a considerable quantity still remained on hand, as the holders had no inducement to ship it.

The grain crops were short, and produced sufficient for about four months' consumption.

Silk.—The crop of cocoons was good: about 100,000 okes of dry (275,000 lbs. English), equal to 25,000 silk (68.750 lbs.). About 65,000 okes (178,750 lbs.) of cocoons were exported.

Population.—The principal circumstance to be mentioned under this head is, that a large number of Cretans, principally women and children, were brought from Crete, many of whom died from cold, misery, and want of proper food. The small sum supplied to them by the Greeks, namely, about 4*d.* per diem for adults, and $2\frac{1}{4}d.$ for children, was not enough to keep them in health.

Public Works.—Almost nothing has been done. Considerable funds exist belonging to the ports of Pyrgos and Patras. Of the 400,000 drachmas (14,286*l.*) belonging to the former port, Government has taken 180,000, and 220,000 exist in the National Bank without interest. As the means of paying for improvements exist, it is to be hoped that Government will order the works to be carried on with vigour.

Telegraph.—Although there is line of telegraph between Patras and Pyrgos, it has been so badly put up, that it is very frequently not in working order. In fact, a gentleman at Pyrgos said it worked in all about thirty days during twelve months. The line between Patras and Athens is also very frequently out of order; when messages do arrive at Patras, they are generally two hours or more before they reach the persons to whom they are directed, owing to the insufficient number of messengers.

Although the shipments of currants from the Morea, during the year have been 48,650 tons, against 41,003 tons last year, yet so low was the price, that the value of the exports this year was only 744,472*l.*, against 720,885*l.* last year. This depreciation in the value of the principal production of the Morea, coupled with the heavy drain on the purses of the inhabitants to maintain the large number of Cretans, brought to the Morea from Crete, has produced a great scarcity of money, if only such low prices are offered for the crop of the next season, we shall see a great depreciation in the value of currant lands, and people may then find it their interest to give more attention to other branches of agriculture.

Patras, April 24, 1868.

ITALY.

MESSINA.

Report by Mr. Vice-Consul Rickards on the Trade of Messina for the Year 1867.

THERE was a considerable falling off in the amount of trade carried on at this port during 1867. Quarantine restrictions, and the prevalence of cholera for nearly three months, contributed to depress the navigation and commercial operations of Messina.

The following statement shows the value of merchandise imported and exported in each of the last five years, viz. :—

Years.	Imports.	Exports.
	£	£
1863	732,542	871,111
1864	884,298	986,738
1865	948,577	1,094,168
1866	995,463	1,097,966
1867	846,195	888,475

The number of ships of every description which entered the port of Messina in the year 1867 was 4,285, of which 3,369 were laden and 916 in ballast, and their total burthen was 928,940 tons. Of the above 2,850 were Italian vessels ; burthen 272,323 tons, 39,545 crews.

Vintage.—The vine disease has, I believe, entirely disappeared, but the sulphurization of the vines is still continued. The crop in 1867 was but middling.

Orange and Lemon Trees.—The disease, especially among the lemon trees, continues its ravages with unabated severity. Large tracts of land have now been planted with young bitter orange trees, to be afterwards grafted with lemon. The bitter orange tree has hitherto escaped the disease.

Olive Oil.—In consequence of the almost total failure of the crops last year, and the high price of oil, petroleum has been substituted by all classes of people. Petroleum is imported here from Genoa, and sells retail at 2*s.* per gallon.

Silk Culture.—I have no positive data at hand to guide me in my appreciation of the results of the last year's silk crop, having been prevented in a great measure by the invasion of cholera, from obtaining the information I should have done with regard to the importance of the production realized by the second crop of Japanese bivoltine cocoons.

I can, however, state with much confidence that the disease continued to clear off the old races of silkworms, and that the province of Catania, which had comparatively suffered little in former years, was less successful in 1867, and produced so small a quantity that I hesitate in referring to it as a crop. Very few cocoons were produced there from worms of the Japan breed, which were almost excluded by the breeders.

who generally continued to have much confidence in the indigenous races proper to the several localities.

The eastern side of the province of Messina produced Japan cocoons in fair quantities, in those parts where the white mulberry plantations enabled people to feed the worms on this desirable quality of leaf; and some indigenous worms were also successful in producing cocoons of doubtful merit on account of the small quantity of silk yielded by them, and such worms were obtained chiefly from eggs at villages high on the slopes of Mount Etna. As regards the Japan cocoons, from worms fed on the black mulberry leaf, Mr. Thomas Hallam, to whom I am indebted for the information on silk culture, was dissatisfied with the quality of what he had the opportunity of reeling. At the northern portion of this province, where the white mulberry tree abounds, say from Patti to Capo Orlando, and in our near neighbourhood, Divieto, where also a large proportion of the leaf is of the white mulberry, although the producers were not altogether successful, they produced a fair crop, composed of indigenous and Japan sorts of cocoons; but the mortality which occurred amongst the former led the people to keep a much larger quantity of Japan eggs, and I have reason to believe that the partial realization of these in cocoons will now form the mass of this year's crop in those districts for this season of 1868.

The warm weather of the month of February caused much premature hatching of the Japan eggs on the lower levels, before vegetation could furnish food for the young worms, and they were thus generally lost to the owners. The severe weather and cold temperature of the month of March destroyed the embryo of a great portion of the remainder, and this having been generally the case below the rise of the mountains, it is doubtful whether the aggregate production of the island for this season will prove to be equal in quantity to that of the last, which was (as far as I am able to judge) the worst of the gradually diminishing crops of late years, and taken in the aggreate for the island of Sicily.

I consider that the indigenous races will soon be extinct, and that, unless early food be provided by a wide spread planting of the white mulberry (and particularly the early vegetating Chinese kind which Mr. Hallam introduced many years ago) to take the place of the black ones, Sicily will become permanently the least productive of the silk districts of the kingdom of Italy. The landed proprietors do not appear to take much interest in the matter, which in its failure is productive of incalculable losses, and consequent misery to the peasantry who attempt to produce, and to the classes who depend on a supply of cocoons as the means of obtaining a livelihood by the art of reeling or spinning them into raw silk for export. Considering the producing capabilities of the island so highly favoured by the nature of its soil and the climate, a successful cultivation of trees, calculated to produce early and proper food for Japan worms, might result in the employment of thousands of the now unemployed people, in the reeling and subsequent manipulation of the silk. The actual dearness of provisions and want of employment has reduced the poor peasantry to a state often bordering on starvation.

The following is a Table of the average market prices of provisions for local consumption during the year 1867 :—

Articles.	Price.
	s. *d.* *s.* *d.*
Beef .. .. lb.	0 8 to 0 10
Bread .. .. „	0 2½ „ 0 3½
Cheese .. .. „	0 7 „ 0 8
Eggs .. .. dozen	0 7 „ ..
Flour .. .. lb.	0 2½ „ 0 3
Fowls .. .. each	1 8 „ 1 10
Fish .. .. lb.	0 7 „ 0 8
Fuel, firewood .. .. .. cwt.	1 8 „ ..
Charcoal .. .. .. „	4 0 „ 4 4
Milk .. .. quart	0 5 „ ..
Mutton .. .. lb.	0 5 „ 0 6
Olive Oil .. .. .. gallon	4 6 „ 5 6
Pork .. .. lb.	0 8 „ 0 10
Turkeys.. .. .. .. each	5 0 „ 6 0
Wine .. .. quart	0 4 „ 0 6
Potatoes .. .. .. cwt.	9 0 „ ..

Railroads.—The total receipts for passengers to and from Catania average to about 60,000 livres per month.

Goods Traffic.—From October to February the number of wagons was not sufficient to transport all the produce which was brought down from the country. There is very little traffic in goods from March to September, ten wagons a-day being sufficient on the whole line. The total amount of gross receipts for passengers and goods from October 1867 to April 1868 averaged to about 75,000 livres per month.

The expenses of employés, coals, &c., and keeping the whole line in order amount to about 55,000 livres per month.

Roads.—As I have said in my former Reports, the want of roads is very much felt; the produce from the interior has to be brought on the backs of mules and asses. Four roads are now in course of construction, and are to be completed in three years, viz.:—From Patti to Randazzo, fifty kilometres, and will cost 1,225,000 livres; from Santa Agata to Bronte, 67 kilometres, at a cost of 1,641,500 livres; from Brolo to Floresta. 47 kilometres, and will cost 1,151,500 livres, and from Naso to Capo d'Orlando, 58 kilometres, at a cost of 1.421,000 livres, making a total of 222 kilometres, 5,439,000 livres. This sum includes bridges, walls, &c.

Cemetery.—A very large cemetery is being constructed on a hill about one mile south of Messina, and will cost nearly 1,500,000 livres.

Prisons.—There is but one prison in Messina, in which malefactors, persons condemned for breach of the peace, for debts, &c., are confined. The state of the prison has been very much improved within the last five years, and prisoners are better clothed and fed than they were formerly.

Mineral Springs.—There are several mineral springs in Messina, and other places within this Consular district, and are much frequented during the months of May and June by invalids suffering from rheumatic pains and skin diseases.

Climate.—The climate of Messina is tolerably healthy, but malaria prevails during the summer months in the country near and around Messina. The winters are not severe but very variable. In the summer the prevailing winds are from the N.W. and S.E., and are generally damp. The mean height of the thermometer is, in summer, 84° Fahrenheit, and in winter 54°. The year 1867 was unusually mild and very dry.

The average number of births is 7 to 8, and of deaths 5 to 6 a day.

Domestic Animals.—The several kinds of animals for labour are mules, asses, oxen, and a few horses. The breed of mules and oxen is very good.

Messina, May 15, 1868.

PALERMO.

Report by Mr. Consul Goodwin on the Trade of Sicily for the Year 1867.

Trade and Navigation.—The shipping of Sicily fell from 8,970 vessels in 1866 to 8,170 in 1867, but the tonnage rose from 1,331,769 tons to 1,584,179.

British shipping fell from 290,000 tons in 1866 to 270,000 in 1867.

French shipping rose from 450,000 tons in 1866 to 457,000 in 1867.

Italian shipping rose from 440,000 tons in 1866 to 521,000 in 1867.

American shipping rose from 46,000 tons in 1866 to 49,000 in 1867.

British trade, direct inwards, fell from 429 vessels in 1866 to 355 in 1867; tonnage rose from 130,000 to 135,000; but values fell from 440,000*l.* to 360,000*l.*

British direct trade, outwards, fell from 541 vessels in 1866 to 464 in 1867; tonnage fell from 170,000 in 1866 to 145,000 in 1867, and values fell from 680,000*l.* to 623,000*l.*

British indirect trade, inwards, fell from 439 vessels in 1866 to 410 vessels in 1867, and tonnage fell from 153,000 tons in 1866 to 140,000 tons in 1867.

British indirect Trade, outwards, fell from 319 vessels in 1866 to 280 vessels in 1867, and tonnage fell from 132,000 tons to 131,000 tons in 1867.

The rate of exchange during the past year has been 26·60 livres per pound sterling.

The following is a summary of the general trade in 1867:—

Countries.	Imports.	Exports.	Total.
	£	£	£
America (United States)	33,450	428,430	461,880
Baltic, Belgium, and Germany ..	351,076	394,500	745,576
France	398,960	509,100	908,060
Great Britain and Colonies ..	757,610	930,259	1,687,869
Italian States	163,177	244,530	407,707
Other States	592,970	314,500	907,470
Totals	2,297,243	2,821,319	5,118,562

Palermo, April 24, 1868.

MOROCCO.

TANGIER.

Report by Mr. Consul Horace P. White on the Trade and Commerce of Morocco for the Year 1867.

Shipping and Navigation.

The following Table will show the number of vessels that entered and cleared from ports of Morocco during the years 1866 and 1867, together with the value of their cargoes :—

Years.	Entered.		
	Vessels.	Tons.	Value of Cargoes.
			£
1866	1,038	120,876	1,037,986
1867	994	123,526	936,780
	Cleared.		
1866	1,025	123,392	1,039,647
1867	986	123,100	809,376

It appears, therefore, that the number of vessels which visited Moorish ports during the past year was somewhat less than during that which preceded it, although there was scarcely any difference in the amount of tonnage.

British Shipping.—The number of British vessels which have entered and cleared from ports of Morocco during the last five years was as follows :—

Years.	Entered.		Cleared.	
	Vessels.	Tons.	Vessels.	Tons.
1864	536	82,467	523	82,452
1865	447	77,008	415	69,445
1866	487	69,752	497	72,573
1867	517	73,208	520	73,541

There was thus both a greater number of British vessels, and a larger amount of tonnage, engaged in the Morocco trade in the year 1867 than in the two preceding years. A third steamer was added in the past year by the owners of the London, Lisbon, and North African line of steamers, to those formerly engaged in the Morocco trade.

Foreign Shipping.—The number of French vessels that entered Moorish ports during the past year was the same as in 1866, but the tonnage was greater, the number of vessels in 1866 being 139, of 34,909 tons,

and in 1867, 139 vessels, of 39,946 tons. The number of other foreign vessels trading with Morocco is comparatively insignificant; a slight increase is observable in the past year in Italian tonnage, and a decrease in Spanish and Portuguese.

Freight.—Little or no variation has occurred during the last three years in freights for the United Kingdom, which have been as follows for the principal products:—For grain, 4*s.* to 4*s.* 6*d.* per bushel; for wool in grease, 4*l.* 10*s.* per ton; for washed wool, 6*l.* to 7*l.* per ton; for dry hides, 1*l.* 7*s.* 6*d.* per ton at Tangier, and 2*l.* at the western ports; for fresh hides at Tangier, 1*l.* 15*s.* To these charges must be added the usual 10 per cent. primage.

Trade and Commerce.

The year 1867 was marked by a very considerable falling-off in the export trade of Morocco, which may be accounted for in a great measure by the shortness of the crops. In the import trade, although there is a decrease as compared with the preceding two years, yet it is not so great as might have been anticipated from the distress that prevailed in the country on account of the bad harvest.

Exports.

The average value of the exports during the six years ended in 1866 was 845,783*l.*, but in the past year the total value of the exports amounted to no more than 616,988*l.*, showing a deficit, as contrasted with the former period, of 237,795*l.*, or more than one-quarter of the whole. In like manner the exports to the United Kingdom for the same years averaged 521,899, but in 1867 they amounted to 347,869*l.*

The amount of specie exported from Morocco during the past year was 193,588*l.*, of which 170,153*l.* was for Great Britain.

The following Table shows the chief articles of export, together with the quantities and value of each article exported during the year:—

Names of Articles.	Quantities.	Value.
		£
Almonds	10,923 cwts.	59,667
Beans	9,926 quarters	15,987
Canary seed	7,971 cwts.	2,390
Cummin seed	2,360 „	2,081
Dates	5,602 „	11,026
Eggs	513,333 dozen	12,334
Fowls	9,628 „	4,817
Goat skins	67,749 „	54,617
Gums	4,615 cwts.	18,418
Hides	15,975 „	30,946
Leeches	4,960,000	1,984
Maize	25,820 quarters	39,386
Meat	6,480 cwts.	9,720
Oil, olive	12,689 „	35,924
Oranges	1,252,000	750
Ostrich feathers	26½ cwts.	10,500
Oxen	4,403 head	22,015
Peas, chick	11,095 quarters	19,758
Sashes, woollen	15,750	2,520
Slippers	329,000 pairs	47,156
Wax	4,779 cwts.	30,924
Wool, washed	12,957 „	51,073
Wool, in grease	43,942 „	115,418
Woollen stuffs	11,750 pieces	5,880

Hides.—In consequence of the severe drought, by which the cattle were deprived of pasturage, great mortality occurred amongst them, which caused an unusual quantity of hides to be brought to market. 7,626 cwt. of hides were shipped to England, 6,337 cwt. to France, 1,890 cwt. to Portugal, and a small parcel of 120 cwt. to Belgium. Salted hides, from 3 lbs. to 10 lbs. in weight, were sold at Tangier at from 2*l.* 8*s.* to 2*l.* 12*s.* the cwt., free on board; larger hides at from 2*l.* to 2*l.* 4*s.* the cwt.; full-sized fresh hides were sold at from 7*s.* to 9*s.* per hide; the small fresh hides met with little sale.

Goatskins.—The trade in goatskins was rather dull, only 67,749 dozen skins having been shipped, whereas 101,122 dozen skins were exported in 1866. With the exception of 331 dozen shipped to England, and 36 dozen to Portugal, the whole of the skins exported in 1867 were for France. Prices in Mogador were from 5 dollars to 6½ dollars per dozen; in Tangier, from 2½ dollars to 3 dollars per dozen.

Wool.—The quantity of wool exported in 1867 was somewhat short of that exported in the preceding year; but a much larger proportion of it was washed. France almost monopolises the trade in unwashed wool, whilst the greater part of the washed wool is exported to England. Out of 43,942 cwt. of the wool exported in grease, 32,913 cwt. were shipped to France; and of the 12,957 cwt. of washed wool exported, 8,464 cwt. were shipped to England. The best descriptions of wool, named Aboudéek and Urdeghéed, are shipped at the ports of Rabat and Dar-el-baida: a fair quality of wool is also shipped at Mazagan, whilst the wool shipped from Saffi and Mogador is of an inferior kind. Aboudéek and Urdeghéed in the grease averaged about 3*l.* 15*s.* per cwt., free on board; the same qualities washed averaged about 5*l.* 9*s.* the cwt.

Oil.—Owing to the smallness of the yield of oil, only a very small quantity was exported. In 1865 as much as 94,854 cwt. were shipped for foreign countries; in 1866 the quantity shipped was only 42,780 cwt., but in 1867 the shipments fell to 12,689 cwt. The best quality of oil is produced in the districts about Mogador.

Almonds.—The quantity of almonds exported during the year was large, being about 5,400 cwt. more than in the previous year. Prices averaged from 3*l.* 4*s.* to 3*l.* 8*s.* the cwt. for sweet almonds, and from 3*l.* 10*s.* to 3*l.* 15*s.* for bitter, free on board. Shipments are made at the ports of Mogador and Saffi.

Wheat and Barley.—The exportation of wheat and barley is strictly prohibited, and the only grain extensively exported from this country is maize.

Maize.—Large purchases of maize were made on speculation at the commencement of the season, but owing to the failure of wheat and barley crops, maize came greatly in demand for home use, to supply their place. The shipments for foreign countries were consequently few, being not more than one-half the quantity exported during the year 1866. Prices averaged 32*s.* the quarter. The ports of Mazagon and Saffi are the principal outlets for this description of grain.

Beans.—Very little business was done in beans, not more than 9,926 quarters having been exported; whereas 50,070 quarters were exported in 1866. The chief shipments were from Dar-el-baida, Mazagan, and Saffi. The best quality is produced in the neighbourhood of Mazagan. Prices averaged 38*s.* to 40*s.* per quarter at that post, and at Dar-el-baida.

Chick Peas.—A fair business was done in chick peas. Shipments are made principally from Dar-el-baida and Mazagan chiefly to Spain. Prices averaged 35*s.* per quarter.

Imports.

The value of imports during the six years ended in 1866 averaged 851,818*l.*; during the year 1867 it amounted to 899,060*l.*, being an increase of 47,242*l.* The imports from the United Kingdom during the same period averaged 696,263*l.*; in the past year they reached 714,560*l.* Compared, however, with the years 1865 and 1866, a slight decrease will be found to have taken place, the amounts of imports for the three years being respectively as follows :—

	£		£	
In 1865	1,007,177	of which	866,479	from Great Britain.
1866	926,028	„	750,680	„ „
1867	899,060	„	714,560	„ „

The specie imported into Morocco during the past year amounted to 63,790*l.*, of which 25,050*l.* was from Great Britain.

The quantity and estimated value of each of the principal articles imported during the year were as follows :—

Names of Articles.	Quantities.	Value.
		£
Alum	125 barrels ..	305
Brass and copper	235 cwts.	1,433
Candles	1,432 „	6,103
Cloth	277 bales	34,363
Cochineal	460 cwts.	10,125
Coffee	3,316 „	11,396
Copperas	940 „	302
Cotton goods	8,008 bales	484,070
Deals	26,315 deals	4,944
China and earthenware	603 crates ..	5,617
Glass ware	502 boxes	4,970
Hard ware	285 packages ..	2,814
Indigo	5,040 lbs.	870
Iron	31,068 cwts.	14,223
Lead	337 „	380
Paper, writing	21,918 reams ..	3,249
Rice	1,180 cwts.	948
Silk, raw	865 „	60,090
Silk stuffs	113 cases	2,520
Spices	2,613 cwts.	5,804
Steel	2,361 „	2,508
Sugar	42,232 „	91,022
Tea	2,558 chests ..	23,503
Tin	427 boxes	675

Cotton Goods.—The cotton goods imported from England amounted to 8,508 bales, of the value of 484,070*l.*, being less by 850 bales and 63,288*l.* than what was imported during the year 1866. From France 277 bales, valued 9,810*l.* were imported. The consumption of Manchester goods in Morocco is generally great, but the demand was smaller than usual, in consequence of the prevailing famine. Hopes are however entertained that during the present year the harvests will be good, and the markets will improve. The cotton goods in most general demand are the brown cottons, known here as Americanos.

Cloth.—The cloth which obtains the largest sale is the superfine at from 6*s.* to 8*s.* per yard. The quality next in demand is the army cloth No. 6 to No. 9.

Tea.—Tea is always largely imported into Morocco. Sales were active during the past year, more especially for Hyson of middling quality. The consumption in fine Hyson is getting very dull, and sale in proportion.

Sugar and Coffee.—A fair business was done in sugar and coffee, though less brisk than in 1866. Prices a little lower than usual.

Candles.—Candles are imported into Morocco almost exclusively from France. The consumption is great. Price 16 dollars per box of 100 lbs.

Cochineal.—The trade in cochineal was very dull, and the consumption not so great as in former years.

Large sales of deals were made during the year. The best qualities are from Sweden, and the more inferior from Portugal.

Hardware and Cutlery.—A large proportion of the hardware and cutlery introduced into Morocco is from Germany, and brought *viâ* Marseilles; but locks, bolts, carpenters' tools, and implements of trade, teapots, and kettles, as well as plated goods, are from England.

Earthenware.—The finer species of earthenware brought from France, the more ordinary descriptions from England. A middling business was done in both kinds.

Glassware.—By far the largest quantity of glassware is imported from Marseilles direct in French steamers.

Iron.—Upwards of 31,000 cwts. were imported into Morocco during the year, the larger proportion of which was Swedish, but all is brought from England. A small quantity of old iron was also introduced.

Tin.—There is always an active business in tin. The quantity imported in 1867 was larger than usual.

Agriculture.

The long-continued drought which prevailed throughout Morocco, as well as in Algeria, and the Regency of Tunis, during the early part of the year, and lasted until late in the spring, caused a general failure of the wheat and barley crops throughout these countries. In some districts of Morocco, especially in the Riff, the failure was well nigh total. The price of wheat, which in ordinary seasons ranges from 24*s.* to 40*s.* the quarter, rose at some ports to 80*s.* or 90*s.* The distress amongst the poorer classes of the population, occasioned by the scarcity and excessive price of grain, began to be severely felt towards the latter part of the year. The famishing inhabitants of those districts where the scarcity was greatest flocked in large numbers to the towns in order to seek the means of subsistence from public charity. Happily the crops of maize and chick peas, which being of a later season had not suffered from the drought, were more than usually abundant, and this tended in some measure to compensate for the failure of the wheat and barley harvest. The crop of beans was, however, deficient, and by no means equal to that of an average year. The olive crop was likewise small, owing to the injury sustained by the trees from locusts, which in many cases entirely stripped the trees of their bark. The yield of almonds was, on the contrary, very large, and it is stated that it would have been still more plentiful but for the wanton destruction of a number of the trees by the Government authorities in one locality, in order to punish its disaffected inhabitants.

General Remarks.

From what has been stated in the present report, it follows that, so far as concerns the empire of Morocco, the year 1867 was marked by

much internal distress, consequent upon a bad harvest, by a very considerable falling off in its export trade, and by a slight decrease in its imports. To these facts must be also added a troubled and disorganized condition of the country, caused by the supineness and apathy of its rulers, combined with great corruption and rapacity. It can hardly be expected that trade and commerce will prosper under conditions so adverse to their growth. Morocco possesses many great natural advantages, an admirable geographical position, a hardy, patient, and industrious population, a climate healthy and temperate, plains and valleys of great extent, and a soil of extreme fertility; but a just and enlightened Government to encourage industry and foster commerce is wanting. When the rulers of the country shall be possessed of intelligence and energy, and guided by a spirit of justice, and shall evince some appreciation of the benefits of civilization, Morocco may be expected to take a higher place amongst commercial nations; but until then its capabilities will continue to be neglected, public order will continue to be disturbed, industry will languish, and trade and commerce be paralyzed.

Tangier, May 23, 1868.

NAVIGATOR ISLANDS.

APIA.

Report by Mr. Consul J. C. Williams on the Trade of the Navigator Islands for the Year 1867.

Shipping and Navigation.

The following Table will show the number of British and Foreign vessels entering the port of Apia in the last five years :—

Years.	British.		Foreign.		Total.	
	Vessels.	Tons.	Vessels.	Tons.	No.	Tons.
1863	39	4,215	65	11,095	104	15,310
1864	25	2,405	66	7,886	91	10,291
1865	27	5,518	53	10,298	80	15,716
1866	36	13,516	39	4,573	75	18,089
1867	26	5,991	31	3,800	57	9,791

Casualties to Shipping.—The new missionary barque "John Williams," of London, was wrecked in a calm at Savage Island on the 8th of January.

"The Camilla," of Melbourne put into Pagopago at the island of Tutuila in a sinking state on the 20th day of July, where she sunk.

The cutter "Spray," of Melbourne, was wrecked at Rarotonga on the 8th of October.

The "Travellu," of Melbourne, was condemned in this port on the 18th of November.

Trade and Commerce.

The general business for the past year has been good. There has been more cocoanut oil made; the trees are recovering the effects of the gale of 1865. About 500,000 pounds of clean cotton has been exported during the past year.

Agriculture.

The cotton plantations have not yielded as well this season as they did last year. In 1865 my plantation, of about 22 acres, yielded 34,533 lbs.; in 1866, 27,758 lbs.; in 1867, 21,649 lbs. The first year the plants were about four feet apart, the second year they were thinned out to 8 feet by 4, and the last year the plants were cut down to about 3 feet high: this plan will not be adopted this year, the tops will be merely cut off.

If the price should fall lower, the natives, I think, will give up the cotton and turn their attention to the dyeing of the old cocoanuts, which they are now doing in the cocoanut districts, for it is easier work than growing the cotton.

Population and Industry.

The horse-power machinery has been superseded by two steam-engines.

A few of the young chiefs are building neat weather-boarded houses, with doors and glass windows, but the old people prefer their own open houses.

Drunkenness is on the increase.

Public Works.

The only public work at present is a stone wall built in front of the houses where the representatives from this centre district hold their public meetings and reside.

The chiefs requested the Consuls to draw out a code of laws for them, which has been done and submitted for their approval; but there it remains, and time alone will tell what will be the result of the weekly meetings of the chiefs, whether they will ever have laws or go back to their old system of "might being right."

Last July we visited the scene of the late sea volcano between the islands of Tau and Olosega in Her Britannic Majesty's Ship "Falcon," Captain Blake, for the purpose of ascertaining if any shoal had been thrown up, and after sounding for some time we obtained bottom at 91 fathoms in only one place.

Apia, Upolu, January 1, 1868.

NETHERLANDS.

ROTTERDAM.

Report by Consul Sir R. F. Turing, Bart., on the Trade and Commerce of Rotterdam for the Year 1867.

THE year 1867 will be long remembered in commercial annals as a very unsatisfactory year, the losses sustained having been generally excessive. The causes were no doubt twofold: political and financial. The public mind was so much disturbed and unsettled by the evergrowing armaments of the European Governments, and the crisis of 1866 had left such financial scars throughout the commercial world, that all confidence had evaporated and engagements in nearly every branch were reduced to a minimum. The only exception to this rule was in the grain trade, in which a large and prosperous business was carried on in consequence of the partial failure of the European crops. The grain trade may be quoted as the only branch which in 1867 proved lucrative as well as large.

Rye.—No less than 57,800 lasts, or 606,900 quarters entered the Maese, against an average of 20,000 lasts for the last three years. The rise in prices between April and December was about 90 florins to 100 florins, or 14*s.* 6*d.* to 16*s.* per quarter.

Wheat.—The arrivals were 10,015 lasts, against 6,725 in 1866, of which the largest quantity came from Hungary and Southern Russia. The rise was from 70 florins to 80 florins per last, or 11*s.* 3*d.* to 13*s.* per quarter.

Barley.—30,440 lasts were imported against 25,500 in 1866.

The Colonial Trade was characterised by very large arrivals of Java coffee, but on the other hand a moderate supply of sugar.

In both cases prices were most unsatisfactory to importers, Java coffee in one instance in the autumn reaching 38 cents per half kilo, or 65*s.* 6*d.* per cwt., the lowest price known since 1859. Cane sugar was much influenced by the excessive increase in the production all over Europe of beetroot sugar, which now is said to exceed 500,000 tons annually. The production of so large and important a substitute for Colonial sugar must continue to have an overpowering influence on prices, and the failure or success of this root will consequently be closely watched by all interested in the production and importation of sugar.

Banca Tin has proved an unsatisfactory article all the year, which may be partly owing to a new system adopted by the Government of selling twice instead of once a-year, thereby throwing the difficulty of holding large stocks on the hands of the trade. This available stock amounted on 31st December last to 15,100 slabs. The sales for export amounted to 120,000 slabs in 1867, against 186,000 slabs in 1866, 138,000 slabs in 1865, and 155,000 slabs in 1864.

Billiton Tin is becoming a formidable rival. No less than 34,000 slabs were imported last year into Holland. The quality is said to be quite equal to Banca.

In other colonial articles, such as cotton and wool, the business done has been a losing one, and tobacco, both Java and American, has been unsatisfactory.

Petroleum.—The trade has received an immense development, no less than 107,800 barrels having been imported last year, which was equal to double the previous year's importation. The home consumption has increased under the influence of low prices about 30 per cent.

The export of piece goods to the East has been anything but satisfactory, and has generally resulted in heavy loss, the markets having been overstocked for two or three years past.

The Shipping Trade with Great Britain was very large, especially by steamers, notwithstanding the prohibition into England of cattle from the Dutch ports. The number of vessels entered in 1867 was :—

1867	.. ..	2,601 vessels
1866	.. ..	2,541 ,,
1865	.. ..	2,528 ,,
1864	.. ..	2,486 ,,
1863	.. ..	2,486 ,,
1862	.. ..	2,607 ,,

Of the 2,601 vessels in 1867, 1,606 were steamers, the bulk of which (1,331), were from Great Britain.

The export of refined sugar has been very large, about 78,227 tons, against 82,810 in 1866, and 74,454 in 1865, from all the ports, but it has been generally at unfavourable rates as compared to raw sugar.

The distillers have worked at a sad disadvantage for some time past, which has been much increased by the high prices of grain, and a generally unsatisfactory business has been the result.

It will be seen from the above remarks that most branches of trade have suffered, which is the more to be deplored as there has been so little prosperity for years past; but it must be admitted that, notwithstanding the generally disastrous course of trade, very few failures have occurred, and the Dutch in this respect contrast favourably with other countries.

The fisheries are a considerable and an increasing source of prosperity. The Dutch herring fishery has increased very considerably, the Scheveningen fleet having doubled within a period of thirteen years, whilst the returns are much more favourable. A fishing smack, formerly earning from 120*l.* to 140*l.* per annum, now realizes 400*l.* per annum.

The total proceeds of the salt herring fishery were, in

		Fls.		£
1861	..	552,000	or	46,000
1862	..	700,000	,,	58,330
1863	..	584,000	,,	48,660
1864	..	578,000	,,	48,166
1865	..	685,000	,,	57,080

The total supply of Dutch herrings in 1865 amounted to 29,386 tons, the export, 17,224 tons. Foreign herrings were imported to the extent of 9,065 tons, against 8,364 tons in 1864, of which 6,000 tons were from Scotland and 3,065 tons from Norway.

The following are the supplies of cod :—

		Tons.
1861	.. .. ..	13,991
1862	.. .. ..	16,876
1863	.. .. ..	15,493
1864	.. .. ..	16,592
1865	.. .. ..	14,487

The total proceeds of fresh herrings were, in—

		Fls.		£
1861	..	435,697	or	36,310
1862	..	473,772	,,	39,480
1863	..	421,641	,,	35,140
1864	..	508,625	,,	42,385
1865	..	772,025	,,	64,335

The public works are being carried on with vigour, such as the State railways, the new embouchure to the Maese, &c.

I conclude with some statistical Tables supplied by the Rotterdam Chamber of Commerce, for whose report I have waited.

STATEMENT of the Imports and Stock of the principal Articles of Commerce at this Port during the Years 1865, 1866, and 1867.

Articles.	Imported during			Stocks on 31st December		
	1865.	1866.	1867	1865.	1866.	1867.
Hides, East India cow and buffalo... ... No.	150,930	106,600	108,300	16,262	18,650	8,383
,, West India ... ... ,,	16,445	12,000	11,000	13,595	10,000	4,844
Cotton, North America ... ... bales	6,410	25,610	28,010	...	499	650
,, East India, &c. ... ... ,,	93,600	101,400	89,680	2,028	2,450	1,150
Coffee, East India ... ... bags	441,900	334,320	427,600	96,800	48,300	62,800
,, West India ... ... ,,	28,000	...	7,900	6,300	2,800	5,500
Pepper ... ... ,,	11,397	11,176	19,400	5,003	1,336	3,760
Petroleum ... ... casks	15,000	45,300	107,800	500	8,300	36,100
Rice, East India ... ... bags	106,200	315,000	393,000	2,200	14,000	8,000
Saltpetre, Chili ... ... ,,	11,427	26,093	16,661	5,177	10,005	13,418
Sugar, Havannah ... ... cases	...	3,288	...	...	...	...
,, Brazil ... ... chests	535	1,485	238	251	494	494
,, Java ... ... baskets	215,850	194,488	169,302	32,159	21,871	16,527
,, sundries ... ... bales & mats	12,445	19,137	6,393	5,067	1,154	2,794
,, ,, ... hhds.	375	434	159	55	...	...
,, of all descriptions combined .... tons	47,700	44,800	37,000	7,400	5,100	4,100
Tobacco, American ... ... hhds.	2,968	7,225	6,790	2,968	2,231	933
,, sundries ... ... packages	9,381	6,126	4,148	1,977	2,206	964
,, Java ... ... ,,	56,690	36,363	53,693	966	7,791	18,518
Tea, of all descriptions ... ... ¼-chests	22,950	18,800	26,400	7,650	2,100	1,850
Tin, Banca ... ... slabs	105,881	91,123	60,424	58,905	25,825	19,372

Rotterdam, April 29, 1868.

NICARAGUA.

GREY TOWN.

Report by Mr. Consul Green on the Trade and Commerce of Grey Town for the Year 1867.

THE transit route by the river San Juan has not been attended with the success that was anticipated, and at the present moment several of the directors and agents are at Managua, the capital, endeavouring to procure from the Nicaraguan Government concessions of a more liberal nature so as to admit of their proceeding further with the work.

The Gold and Silver Mining Companies established of late do not progress favourably, cholera of a very fatal character having visited the district, and has caused many of the employés to abandon the works. I believe from reliable information that the mines are very rich in the mineral deposits The great labour and expense of conveying the heavy machinery through the mountainous and swampy country, particularly during the rainy season, has hitherto been a great drawback to the undertaking, yet, the various companies appear sanguine that the future results of their operations will be attended with great success. Several of the mines are under the superintendence of scientific mining engineers sent out by first-class associations in England, and I believe their prospects could be readily attained were they able to obtain efficient labour, such as is procured in California.

Endeavours have been made to get Chinamen from that country, but these people require a guarantee that, should any of them die in this country, their remains should be preserved and sent to China, as done in California. Such an assurance could not very well or conveniently be complied with in Nicaragua, decomposition being so rapid in this climate that within a few hours interment is absolutely necessary.

A decree of the Supreme Government inviting emigrants to Nicaragua does not appear to induce any emigration whatever. I herewith enclose a copy of said decree.

Grey Town, February 27, 1868.

COPY of the Decree authorizing the Government to give Public Lands to Emigrants (from *The Official Gazette* of this Republic) :—

MANAGUA, March, 16, 1865.—The Senate and Chamber of Deputies of the Republic.

DECREE.

Article 1st.—The Governmennt can give to every family of emigrants from the United States or of any other nationality, who come to the Republic with the object of getting naturalized, up to 120 manzanas of land, to be taken from the public lands; to single men up to 60 manazanas can be granted.

Article 2nd.—The parties coming with such design shall enjoy in the town and community lands the same rights as the natives of the country, and shall be exempt for ten years from military or municipal duties, only in case it should be for the defence of the liberty and sovereignty of the Republic.

Article 3rd.—The lands conceded by this law cannot be alienated, only when at least one-half of them should have been cultivated, and the parties (grantees) should have become naturalized according to law.

Article 4th.—To all those who should come to be residents, conserving their rights of foreigners, the Government can make the same concessions of lands in equal proportions, but they cannot hold them as property, and they shall be reputed as simply superficial, the same as of those who, bringing the intention of getting naturalized, should not do so within the time established by law. This right cannot pass beyond ten years, nor can it be transferred by any other titles but of inheritance, unless they might have cultivated at least half of the lands granted. The term of the ten years having concluded, the right conceded to them expires, be it in power of emigrants or a third party.

Article 5th.—To be able to enjoy the privileges granted by this law it is requisite to bring passports from the Ministers or Consuls of Nicaragua, residents in foreign countries, in conformity with the instructions given or to be given by the Government.

Given in the Hall of Sessions of the Chamber of Deputies, Managua, March 7th, 1865 :—

JUAN BAUTISTA SACAZA, *D. Pt.*
MANUEL URBINA, *D. Secty.*
FLORENCIO MIRANDA, *D. Secty.*

To the Executive Power.

Hall of Sessions of the Senate, Managua, March 8th, 1865 :—

MARIANO MONTEALEGRE, *Sen. Pt.*
A. MURILLO, *S. Secty.*
FEDERICO SOLORZANO, *S. Secty.*

Therefore, may this be executed.
National Palace, Managua, March 10th, 1865.

TOMAS MARTINEZ,
The Minister of Interior.
ANTONIO SILVA.

PRUSSIA.

MEMEL.

Report by Mr. Vice-Consul Ward, on the Trade and Commerce of Memel, for the Year 1867.

The expectation that, after passing through the disastrous commercial and monetary crisis of the previous year, confidence would be re-established, and gradually lead to greater activity in the various branches of trade, has unfortunately not been realised. In spring fresh apprehensions of war arose out of the Luxemburg question, and though that question itself was speedily settled, a general want of confidence and feeling of insecurity weighed heavily upon all commercial undertakings. Business in the year 1867 at Memel in the various kinds of exports and imports, with one or two exceptions, was unsatisfactory. The total failure of the harvest throughout this part of Europe, and the consequent rise in the prices of all necessaries of life, the want of employment for the labouring classes caused by the stagnation of trade and by a very early and severe winter, and lastly, the isolated position of Memel and the surrounding country districts during the winter; all these calamities had their share in producing the great distress which for the last six months has prevailed here as well as in other parts of the province of Prussia.

Shipping and Navigation.

The total number of ships which arrived at the port of Memel in the year 1867 was 980, and their burthen 106,429 lasts;* the number of departures was 968 ships, of 105,350 lasts burthen. Compared with the three last years, these numbers will stand as follows:—

	Arrivals.	
	Number of Ships.	Burthen in Lasts.
1864	1,023	105,090
1865	929	115,210
1866	929	114,358
1867	980	106,429
Average of 4 years ..	965	110,271
	Departures.	
1864	1,023	105,078
1865	926	114,412
1866	926	113,168
1867	968	105,350
Average of 4 years ..	961	109,502

* 1 last equal to 4,410 lbs. avoirdupois.

Classified according to their nationality, the ships which arrived in the two last years belonged to the following countries, viz. :—

Nationality.	Arrivals in 1866.	Arrivals in 1867.
British	95	68
Prussian	435	528
Norwegian	90	95
Swedish	6	10
Dutch	54	90
Danish	55	16
Schleswig-Holstein	82	95
Hanoverian	61	26
Mecklenburg	28	35
Russian	6	5
Oldenburg	3	5
Belgian	1	..
Hamburgh	9	3
French	1	1
Lubeck	3	2
Bremen	..	1
Total	929	980

The decrease in the number of British ships was most probably owing to the low rates of freight at Memel during last year.

The destination of ships which departed from Memel in 1867 was as follows :—

Destination.	Number of Ships.	Burthen in Lasts.
Great Britain	450	73,807
Belgium	58	8,735
Netherlands	67	5,097
Prussia	91	3,754
Bremen	84	2,946
France	17	2,670
Hanover	56	2,657
Schleswig and Holstein	56	1,557
Norway	27	941
Denmark	16	930
Oldenburg	22	744
Africa	2	468
Sweden	10	406
Italy	1	221
Russia	4	200
Hamburgh	5	167
Lubeck	2	50
Total	968	105,350

The above statements of ships entered and departed include both steamers and sailing vessels.

The shipping belonging to the port of Memel at the end of 1867 consisted of 98 sailing ships, of 23,107 lasts burthen; there are also seven small steamers belonging to Memel, which are, however, employed only on the inland waters. Three ships were built here, and six ships were lost in the course of the year.

The port of Memel is open to navigation all the year round, the navigation of the Curish Haff, the River Niemen, and the other streams in this district was opened on the 17th of April, and was closed on the 19th of November.

The average depth of water at the entrance to the port during last year was 18 feet.

On August 1st the harbour dues at Memel were reduced to 4 silbergroschen (5*d.*) per last for ships entering or departing with cargo, and to 2 silbergroschen ($2\frac{1}{2}d.$) per last for ships in ballast. The charges for opening the bridges in the town (for ships passing through) have likewise been reduced to half of the former rate.

The works for completing the second part of the "King William's Canal" have been carried on with great activity, and there is now some prospect of the canal being finished within a short time.

A life-boat station, with a rocket apparatus, has at last been established at Nidden on the Curish Nehrung (the sea-coast between Memel and Königsberg) by the "German Society for saving shipwrecked persons," which has its seat at Bremen, and the expenses of which are paid by voluntary contributions. This society is now represented in all the German seaports by members who pay a certain annual sum towards its maintenance.

The Marine Mutual Insurance Society at Memel sustained some severe losses during the year, but continues to work satisfactorily. At the close of the year there were 85 ships insured in it. One of the great advantages afforded to the members of this society is the prompt settlement of the accounts when losses occur; advances or full payment for the loss is generally made one or two days after the average statements have been delivered to the directors.

Trade and Commerce.

There can be no doubt that it is chiefly the want of sufficient means of communication with the interior, especially during the long winter, which has a disastrous effect upon the trade of Memel. Connected by railway with the neighbouring parts of Prussia and Russia, Memel would be the natural port of importation and exportation for a large portion of the trade of Russian Poland and of the rest of this part of Europe.

A further decline in the amount of imports and exports has taken place. In the year 1867 the value of the imports was 2,121,300 Prussian dollars, and of the exports 5,754,210 Prussian dollars; in the three former years, viz., in

	Value of Imports and Exports. Pr. Dols.
1864	11,000,000
1865	9,585,000
1866	8,626,230
1867	7,875,510

The quantities and value of the principal articles of import and export in 1867 are given in the two following Tables:—

Imports (by sea) in 1867.

	Quantities.	Value in Prussian Dollars.
Salt, Torrevieja	323,351 centners	135,000
„ St. Ubes	28,095 „	10,400
„ English	645,186 „	227,090
Herrings, Norwegian	26,250 barrels	194,000
„ Scotch	6,325 „	77,800
Coals and coke	815,785 centners	236,800
Colonial produce		327,510
Linen and textile manufactures	7,300 centners	350,000
Iron and iron wares	32,900 „	155,680
Wine and spirits	14,746 „	143,530
Other articles		263,580
Total		2,121,300

Exports (by sea) in 1867.

	Quantities.	Value in Prussian Dollars.
Wood—(1.) Fir and Whitewood, viz.:		
Timber	119,358 pieces	1,014,540
Laths (for walls)	8,983 „	40,420
Timber-ends	1,762 „	5,290
Sleepers	60,008 „	40,000
Half-sleepers	34,857 „	15,100
Planks	606,598 „	404,400
Battens	1,136 „	470
Plank-ends	17,330 „	4,620
Boards	1,507,733 „	351,800
Board-ends	39,543 „	5,280
Lathwood	1,062 fathoms	20,180
Staves	326 schocks (of 60 pieces)	6,520
Nails	40 pieces	20
Fir-staves	173,537 „	26,030
Spars	10 „	100
Laths	151,475 „	2,100
(2.) Oak, viz.:—		
Timber	2,692 „	32,300
Thickstuff	415 „	4,150
Wainscotings	5,099 „	81,580
Clapboards	968 schocks	60,980
Planks	11,385 pieces	3,790
Staves of all kinds	25,891 „	657,740
Sleepers	21,531 „	21,530
Scantling	2,260 „	2,254
(3.) Birch—Stavewood	60,807 „	9,120
Corn and grain		1,287,810
Oilcakes	976 centners	2,350
Bones	11,701 „	16,500
Flax	74,466 „	962,000
Rags	106,318 „	425,000
Calf-skins	3,714 „	150,000
Other articles		100,230
Total		5,754,210

About two-thirds of the exports were destined for Great Britain; next to that country Belgium and the Netherlands are the chief importers of Memel goods.

An account of transactions in some of the leading articles of trade in the year 1867 is subjoined, viz. :—

Wood, which is the chief article of export at Memel, may be said to have suffered most from the unfavourable state of trade during the past year. The demand from England was not so great as in former years, owing partly to the indifferent state of the finances of most of the English railway companies, and partly to a general disinclination for speculation. The other Baltic ports exporting larger quantities than usual, and the importations of wood from the interior for the Memel market being larger than in 1866; business was carried on at low prices, and in many cases with considerable loss to the Memel merchant. Another circumstance which had a depressing effect upon the timber trade, was the breaking up of a large number of timber-rafts in the Curish Haff by the autumn gales. All these calamities were, however, not the only causes of a decrease in wood trade of Memel; the competition of the Russian and Swedish Baltic ports, which are enabled to carry on their wood trade under greater advantages, is severely felt at Memel. It must be remembered that the distance of the Russian and Polish forests (which have been supplying the Memel market with timber for hundreds of years) from the rivers which are the channels for bringing the wood to Memel and with it the expense of hauling the timber across country gradually increases. It therefore becomes every year more and more difficult for the Memel exporter to compete with countries where greater facilities, and consequently less expense, exist for bringing the timber to a part of shipment. The quantities of the various kinds of wood exported during the year 1867 will be found in the above table of exports.

Corn and Grain.—Wheat was exported in small quantities at high prices, viz., 140 to 155 silbergroschen per scheffel (of 85 lbs.) against 85 to 95 silbergroschen in the beginning of the year. Of rye, 4,524 lasts were sold; the prices fluctuated during the year, and towards the end 98½ silbergroschen per scheffel (of 80 lbs.) were paid. The price of barley in the commencement of 1867 was 46 to 48 silbergroschen, and at the end 65 to 75 silbergroschen per scheffel (of 66 lbs.); the amount exported was 995 lasts, showing a slight decrease compared with the year 1866. Of oats, 2,458 lasts, which fetched 40 silbergroschen per scheffel (of 50 lbs.), were exported. Business in linseed was good, owing to a considerable demand from foreign countries; the prices remained much the same throughout the year, and 2,182 lasts were exported.

Flax.—Business in this article was satisfactory, and its good quality enabled the Memel exporters to obtain large orders from Scotland and other countries. The flax which arrived from Russia during the summer was sold off quickly at fair prices; the prices which in February had been 102½ to 107½ silbergroschen (per 31 lbs. 4 brand), rose to 130 silbergroschen in the end of August. In winter it is impossible for Memel to compete in this branch of trade with Königsberg, which city is connected by rail both with the Russian flax-growing provinces and with the rest of the world.

Rags.—Many of the paper-mills in England having been forced to reduce the number of their working hours by one half, on account of the small demand for paper in the United States of America during the past year, the prices of rags for the English market suffered in consequence. It was, therefore, not astonishing that the amount exported from Memel during the year 1867 was about 40 per cent. less than in the previous year, and that a large stock of rags remained on hand at the close of the year.

Salt.—The abolition of the monopoly of the Prussian Government on salt on the 1st of January, 1868, induced some of the Memel dealers to send large stocks of English salt to many places in the province of Prussia in the autumn of last year. The importation of salt in 1867 exceeded that of the previous year by 210,000 centners, and the business done may be considered to have been satisfactory.

The prices of salt during the year were as follows, per centner, viz., of Liverpool salt, from 59 to 65 silbergroschen; Torrevieja, 72½ silbergroschen; St. Ubes, 65 to 67½ silbergroschen.

Coals.—The coal trade at Memel was rather more lively than in 1866, and though the low prices during the summer brought but small profit to the Memel merchant, the increasing demand during the autumn caused a rise of prices, and made up for the previous dulness. Considerable quantities of coal were sold to the St. Petersburg-Kowno Railway Company, and the Memel Gas-works consumed their usual supply. The prices of coal (per tonne of 2 scheffels) during the year were, viz., of Newcastle machine coal, 15 to 17½ silbergroschen; Scotch machine coal, 12 to 16 silbergroschen; forge coal, 13 to 15 silbergroschen.

Herrings.—Business in Norwegian herrings was good, but in Scotch herrings very discouraging. In the beginning of the year high prices were paid for the latter kind, but later in the season the new stock arrived in such large quantities that the prices fell, and the stock had to be cleared off under considerable loss. The importation of herrings (and the trade) would be much larger if greater facilities existed for their transportation into the interior.

Amber.—The amber-dredging establishment near Schwarzort, on the Curish Haff, produced about 83,600 lbs. of amber in the course of the year 1867. In the two previous years the quantities obtained were as follows, viz., in 1865, 53,000 lbs., and in 1866, 73,000 lbs. The amber trade during the year was not very flourishing. The expectation, alluded to in my last Report, that the business with England would become more important has not been fulfilled. It is most probable that the large quantities of imitated amber which are brought to the English and Asiatic markets, and the price of which is much lower than that of the genuine article, cause the demand from these countries being so small.

The monthly rates of exchange on London, for bills at three months' sight, during the year 1867, were as follows:—

	Silbergroschen per £.	
	Lowest.	Highest.
January	201½	202
February	202¼	203⅜
March	203	203⅝
April	200½	203
May	200¾	203¼
June	202⅝	203⅝
July	202⅝	203¼
August	203⅛	204⅛
September	203¾	204⅛
October	202⅜	204⅛
November	203⅝	204⅛
December	203⅞	204⅜

Average rate of exchange during the year, per £, 203$\frac{7}{64}$ silbergroschen.
The average rate of discount during the year was 4 per cent.

The English equivalents of the Prussian money, weights, and measures used in this Report are as follows:—

Prussian.		British.
1 dollar	= { 30 silbergroschens / 360 pfennigs }	= 3*s.* sterling.
6⅔ dollars		= 1*l.* sterling.
1 last (of 40 centners)		= 4,410 lbs. avoirdupois.
1 centner (of 100 lbs.)		= 110¼ lbs. „
1 corn last (of 56½ sheffels)		= 10½ imperial quarters.
1 scheffel		= 0·186 „

Agriculture and Population.

The harvest in the circle (*kreis*) of Memel, and throughout this part of Europe, in the year 1867, was a total failure. The distress caused thereby, and by the unsatisfactory state of trade in these districts, has been and still is very great. The accounts of the distress in East Prussia during the winter, which have been published in most newspapers, are only too true. At the same time it is satisfactory to be able to state that very large sums have been received, in the way of public and private contributions, by the committees established in all parts of the province for alleviating the distress. As it is the country districts which have suffered most, a short sketch of the country near Memel may perhaps not be considered out of place.

The narrow strip of land between the river Niemen and the Russian frontier covers an area of about 45 square German miles. Towards the west it is enclosed by the Curish Haff and the Baltic, and by these waters and the river Niemen it is cut off, during part of the year, from the rest of Germany. The difficulties attending the crossing of the Niemen have been one of the chief obstacles to the immigration of Germans into this part of Lithuania; and though near Tilsit the German element is slowly gaining upon the Lithuanian, there are in the neighbourhood of Memel many parishes inhabited entirely by Lithuanian peasants who can hardly speak a word of German. The Lithuanian peasants are, in point of civilisation, far behind the rest of the inhabitants of Germany. Their small farms, of about 60 English acres each, are as a rule only half cultivated; the horses and cattle are of the worst quality; the houses are of the roughest description; and the cultivation of the land is carried on in the most primitive style.

High roads were entirely unknown here twenty years ago, and the high road from Memel to Tilsit (which was not finished very long ago) cannot give to the country the benefits expected from its completion until branch roads have been constructed for facilitating the access to the interior.

The population living close to the Russian frontier is employed chiefly in smuggling, and sanguinary conflicts often take place between the smugglers and the Russian frontier guard. The consequent demoralisation, together with drunkenness and other vices, in those districts is very great.

Throughout the whole of the district above described, it may be said that the cultivation of the soil has not kept pace with the increase of the value of the land; and the mortgages on the land are now so heavy that money is not to be obtained except on personal security. There are of course exceptions, but even close to the town of Memel itself the state of the best peasant's farm is much behind the wants of the present day.

The petitions which were laid before the Prussian Chambers last winter, by the inhabitants of Memel and Tilsit, contained a clear account of the state of the country in this part of Prussia, and pointed out that

the present state of things could be effectually remedied by two events: firstly, by removing the existing Russian frontier restrictions, and by a reduction of the Russian Customs Tariff, so as to render smuggling unprofitable; and, secondly, by the construction of more high roads for facilitating the communication between the different parts of the country, and of a railway from Tilsit to Memel. The distress in these districts would then disappear; the closer connection with the rest of Europe would bring fresh capital and credit into the country; and the increased capability for higher taxation would yield a greater revenue to the State, which hitherto has done so little for this part of one of its oldest provinces.

Public Works.

A new high-road is at present being built from Memel to Nimmersatt, on the Russian frontier.

The fortification works on the citadel, in the middle of the town, and at the entrance to the port of Memel, have been carried on without intermission during the year, and will soon be completed.

General Remarks.

The commercial body at Memel (and in other towns) has long been very desirous of a convention or new arrangement with Russia, by which the existing restrictions upon the trade between Prussia and Russia across the land frontier might be removed, or at least modified. It was therefore earnestly hoped that the negociations which took place last winter in St. Petersburg, with a view to that object, might prove successful; but they unfortunately failed, and the frontier restrictions on the part of Russia continue as vexatious as ever.

According to a trustworthy statement, the cause of the failure of the negotiations was as follows:—

Although the Russian Government had some years ago refused to enter into negotiations with Prussia respecting a modification of the frontier restrictions upon persons and goods, negotiations were opened last winter at St. Petersburg by desire of that Government. Russia proposed to re-establish the state of things existing before 1866, and in return for this concession desired from Prussia her accession to a Customs convention (*zoll-cartell*). The reductions in the Russian Tariff which have recently taken place (to a very trifling extent) formed no part of these negotiations, as the basis of which the following points were proposed by the Russian Commissioners:—

(1) Greater facilities should be afforded to the frontier trade by abolishing a number of useless, expensive, and tedious formalities; (2) A number of roads across the frontier, and of Customs offices which have been closed since many years, should be re-opened; (3) Modifications should be agreed upon for affording greater facilities to travellers crossing the land frontier, and at the same time a revision should take place of the laws respecting passports.

The Russian Government had learned by many years' experience that the smuggling trade in goods subject to low rates of duty had almost ceased; neither could it escape its attention that the smuggling trade in such goods never extends far into the interior of the country, because the difficulties and expense of carriage would raise the price of these goods to so great a height that the legal trade in goods of a similar description would not suffer thereby.

In December 1867, the Prussian Customs-Director Hellwig arrived

at St. Petersburg, and the elaborate preparatory reports of the Russian Government-Councillor Keller-Holl who had, in company of the Russian Prince Obolewski, made investigations on the spot into the state of the Prusso-Russian frontier, were laid before him. On the 18th of December the Conferences were opened, in which Prussia made the following six proposals, viz.:—

(1) Extension of the manner of passing goods at the Russian Customs offices of the second and third class, and at the smaller frontier offices (this proposal was made with the view of giving a greater freedom to the assignment of goods to official warehouses by all Customs offices of the first class, and of giving greater facilities to the examination of goods at Customs offices situated in the interior of Russia).

(2) Modifications in the system of Customs declarations, by reducing the number of documents required to be produced at present (by the present system certain previous declarations [*Vor-Declarationen*] are required besides the ordinary declarations).

(3) Shortening of the time employed at present in passing goods, and of the delay in passing articles which pay duty *ad valorem* after examination.

(4) Extension of the so-called "advice system" already existing on the Russian railways, by which the declaration and examination of goods are referred to the Customs office at the place of their destination.

(5) Compounding of the costs and charges, by reducing the number of stamps required for various declarations, receipts, and certificates of passing, exclusion of so-called Customs expeditors (*Zoll-Expeditionen*).

(6) Abolition of the restrictions imposed upon printed books and papers, music, photographs, and prints imported into Russia, which are at present required to be sent to certain "censor" offices, before they can be passed through the Customs offices.

It will be observed that these very moderate proposals were in no connection with the question of a reduction of the Russian Customs Tariff, but that they were merely intended to do away with the useless difficulties, expenses, and loss of time, the existence of which cannot possibly be a source of revenue to the Russian finances. The Russian Plenipotentiaries are stated to have carried on these negotiations under the impression that without a Customs convention the abolition of the restrictions above referred to would only tend to increase the smuggling trade; and on the other hand they said that, as they were Plenipotentiaries of the Ministry of Commerce, they were not in a position to enter into stipulations respecting the laws relating to persons crossing the frontier, which laws are made by the department of the Minister of the Interior. It would have been an easy matter for Russia to have agreed to abolish the Regulations requiring the Customs declarations to be accompanied by the respective bills of freight, in order to be able to control the correctness of the former, a measure giving rise to endless difficulties at present; likewise would it have been easy to do away with the regulation requiring the entire chests or bales imported to be kept under the Customs lock, as every parcel of manufactures is separately sealed up by the Customs authorities. The proposal made to Russia, viz., to permit the exportation of wood (which, although not liable to export duty, has to pay certain road duties), and of other articles liable to export duty at all parts of the land frontier, was a measure entirely in accordance with the interest of Russian commerce. With respect to the introduction of greater facilities to be afforded to persons crossing the Russian frontier, the following additional propositions were made by Prussia, viz.: (1) Persons arriving at the frontier with articles not liable to duty should be permitted to pass without reference to the nature of

their legitimation papers; (2) The temporary closing of the toll-bars or Customs gates during the middle of the day and during the night should cease altogether; (3) The use and validity of papers of legitimation should be extended; (4) Greater facilities should be granted to persons and goods going to the provincial fairs or markets, and the working materials and tools of artisans employed on farms near the frontier should be admitted duty free; (5) Goods remaining unsold at the fairs or markets should be exempt from duty. These moderate demands met with no consideration on the part of Russia, because the Prussian Government declined to conclude a Customs convention. The transit trade being exempted from all control, the Prussian Government could neither accede to the wish of Russia, viz., that the transit trade across the Russian land frontier should be watched over by the Prussian authorities.

It is the general opinion in Prussia, and especially in the province of Prussia (which suffers most from the Russian frontier restrictions) that the Prussian Government is perfectly right in refusing to enter into a Customs convention until Russia gives up her prohibitive Customs system and her excessive high Tariff. At the same time it would also be highly desirable that the military convention existing at present between Prussia and Russia, and expiring in the course of next year, should not be renewed by the Prussian Government before guarantees have been obtained by Treaty that this convention is not to be used by Russia merely for the sake of keeping up an intolerable barrier along the whole land frontier.

Memel, May, 1868.

RUSSIA.

HELSINGFORS.

Report by Mr. Consul Campbell on the Trade of Finland for the Year 1867.

Never, perhaps, within the memory of the present generation has the Grand Duchy of Finland experienced such a disastrous year as the one lately closed. In the northern districts of the country the crops have more or less failed for 10 successive years, but the appearance of the fields in the months of July and August last led the least sanguine to hope that the harvest of 1867 would be rich and abundant. The hope, however, was but short-lived, for in the beginning of September one night's frost blackened all the crops, and plunged the whole country into misery, famine, and despair. To add to the distress, that dreadful malady, the "Famine Typhus," soon made its appearance, and for the last six months has been making fearful ravages amongst the starving thousands. No district from the north of Finland to the south has escaped it, and at this moment, even in Helsingfors, it is carrying off hundreds of both rich and poor. It is stated on authority that during the past winter one-tenth of the population of Finland have fallen victims to this epidemic.

Russia has certainly done much to relieve the poor Fins. Finland itself has done its utmost, and the English people, ever foremost to lend a helping hand where misery and distress prevail, have sent considerable sums of money for distribution in the various provinces; but with all this the sufferings are unparalleled. The bread given to support life is composed of pease straw, combined with Iceland moss, and a small proportion of flour. Some is also made from the root of the "Butomus Umbellatus," without any mixture of flour, which has been tried with great success; but unfortunately this water plant is not so plentiful as might be wished. As a last resource, they are actually baking and distributing bread consisting of two parts clay and one part flour.

Commercial operations have been almost entirely suspended, confidence shattered, and bankruptcies of daily occurrence.

The opening of the navigation is most anxiously looked forward to, so as to enable supplies being sent to the north, but at the date on which I write our harbours continue ice-bound.

These misfortunes have, however, accelerated an event which will prove one of the greatest blessings and benefits to the country. I mean the commencement of the construction of a railway from Helsingfors to St. Petersburg. In order to afford labour to the poor, the works have already commenced, and will be carried out by the Finnish Government with the greatest energy, and completed in three years. The estimated cost is 35 millions of Finnish marks, of which amount Finland pays the first 10 millions required, Russia the second 10 millions, and Finland the remainder, whatever that may be.

There is not a doubt but this line of railway will shortly be extended to Hango Head, the south-western point of Finland, the distance being only about 70 English miles. The harbour of Hango Head is on an average only obstructed by ice for two months of the year, whereas those of Helsingfors and St. Petersburg are closed six months out of the 12;

were, therefore, the railway to be extended to Hango, there is no doubt that a very large proportion of the St. Petersburg export and import trade would go by that route, not only when the navigation of St. Petersburg is impeded by ice, but even later in the autumn vessels would accept much lower freights to discharge at Hango than to incur the dangerous navigation of the Gulf of Finland. The estimated cost of the line from here to Hango Head would be about 200,000*l.*

During the year 1866 the total export from St. Petersburg was 27,000,000 puds; import to St. Petersburg, 32,000,000 puds; total, 59,000,000 puds. Deduct from this, however, for coals and other heavy articles, which would not bear railway carriage, 35,000,000 puds, still there remains 24,000,000 puds, which might be transported *viâ* Hango during the winter months.

The above figures show a traffic of 2,000,000 puds per month, and allowing the port of Hango to replace Cronstadt only four months of the year, so would 8,000,000 puds even then be transported *viâ* Hango.

The only article of importance exported from Finland is timber, and as there are saw mills in abundance, and excellent water-power to work them throughout the country, it is all shipped in a prepared state—that is to say, cut into deals and boards.

An inspection of the imperial forests in the provinces of Abo, Björneborg, Wasa, and part of Uleaborg, in the year 1866 gave the following result:—

	Trees fit for Deals.	Sleepers.
Evois	15,328	27,370
Tavastetrus District	81,700	174,810
Abo and Björneborg District ..	553,300	926,500
Wasa Oestra, East District ..	774,355	790,831
Wasa, West District	58,417	34,362
Uleaborg District	167,278	28,300
Total	1,650,378	1,982,173

An attempt was made last year to export cattle to Lubeck and Hamburg, but the sea voyage being so long, and consequently the animals losing so much in weight, in all probability it will not again be attempted.

The Custom-house Receipts at Helsingfors during 1867 were:—

	Finish. Marks.	Cents.	
Import duties	1,106,082	80	
Export duties	8,017	98	
Lighthouse dues	11,455	60	
Dues from coasting vessels ..	174	0	
Dues from sea-going vessels ..	34,020	33	
Transit dues	1,549	62	
Confiscations	1,633	56	
Stranding dues	39	93	
Total	1,163,003	82	= £46,059 11*s.* 8*d.*

Freights in 1867.—The freight for coals from coal ports on the east of England to Helsingfors was 9*l.* per keel. In the beginning of the season home freights were very low and very difficult to obtain; vessels were chartered from here in the month of June, at the low rate of 38*s.* for standard deals to the east coast of England. Towards the close of the

season they considerably improved, and some few vessels were chartered as high as 2*l.* 10*s.* per standard to London.

Exchange.

The exchange varied during the year from 25 Finnish marks 30 cents to 25 Finnish marks 40 cents for short bills on London.

Agriculture.

Finland has too many natural obstacles to contend with ever to become an agricultural country. As stated in the introduction to this Report, the crops have failed more or less for ten successive years, and last year they proved a *total* failure, so much so that in many districts they were not so much as cut down, but left to rot upon the ground. Even in the south-western districts the large estate-holders did not reap sufficient grain to feed their own labourers longer than the end of December, and had consequently to purchase flour in Russia and elsewhere at enormous prices. In Finland there is no spring, the transition from winter to summer being so rapid.

Last year our port was not free from ice, nor the fields from snow, until the 22nd of May; and the month of June had far advanced before the farmers were able to sow their summer seed.

The very long day, with scarcely any night, which we enjoy during summer in these northern latitudes, bring the crops forward with amazing rapidity; and they are generally housed three months after they are sown. Even last year, notwithstanding the late period at which the seed came into the ground, the crops looked exceedingly well up to the end of August, but in the beginning of September one night's frost blackened every field. The Government has at present an agent in Holland purchasing seed for the present year, the arrival of which is expected as soon as the navigation opens.

Population and Industries.

The last census of the Grand Duchy of Finland gave the population at 1,724,193, and of the city of Helsingfors, its capital, at 30,000. In consequence, however, of the famine in the country, and the ravages of the typhus fever during the past and present years, the deaths in all the provinces are far in excess of the births.

In my last Report I gave a detailed account of all the industrial establishments throughout Finland, and since then no alteration has taken place. The principal manufactories in Helsingfors and the south of Finland are two spinning mills at Abo and Kyrokoski, two cotton mills at Tammerfors and Forssa, one linen mill at Tammerfors, and two sugar refineries at Abo and Helsingfors.

A large floating dock has just been completed by a joint-stock company in this city, which will prove of great service both to steam and sailing vessels visiting the Gulf of Finland. The dock is of large dimensions, and can admit vessels of any tonnage. There are also mechanical works in connection with the establishment, for the refitting of iron steam vessels and their engines.

Another vessel was added last year to the fine fleet of steam ships now plying between St. Petersburg, Helsingfors, and Stockholm.

Public Works.

The only extensive work being at present carried on in Finland is the construction of the railway to St. Petersburg, which it is expected will be completed in three years.

There was great competition between English and Belgian firms for the delivery of the rails for the line, but the Belgians were able to quote lower prices, and obtained the contract for the whole, say about 30,000 tons.

Helsingfors, April 30, 1868.

WIBORG.

Report of Mr. Consul Hermann Lorentz on the Trade and Commerce of Wiborg for the Year 1867.

In submitting my annual Report for the year 1867, I am sorry I have again to record a diminution of the commercial movement at this port. The reasons for this decrease, as I had already occasion to remark in my last Report, must chiefly be sought in the consequences of the monetary reform of 1865, the embarrassing and depressing effect of which measure on the Finnish trade at large, it was evident from its introduction would last for several years, and could only gradually be overcome.

Moreover, the total failure of the harvest was also a deplorable cause of the decline of last year's trade.

I.—Shipping and Navigation.

The navigation at this port opened in 1867 as late as the 1st of June, and closed on the 17th November.

The arrivals and clearances during that period were as follow:—

Arrived.

Nationality.	With Cargoes.	In Ballast.	Total.	Tonnage.	Crews.
In 1867—					
British	1	113	114	29,612	1,054
Finnish	23	21	44	13,075	437
Norwegian & Swedish	9	48	57	22,836	597
Russian	1	6	7	1,523	59
German	17	21	38	9,642	313
French	..	16	16	3,049	112
Danish	2	9	11	2,798	92
Others	5	6	11	1,950	65
Total	58	240	298	84,485	2,729
In 1866—					
British	7	140	147	39,765	1,102
Others	40	199	239	81,057	2,270
Total	47	339	386	120,822	3,372
In 1865—					
British	20	210	230	62,545	2,240
Others	142	237	379	90,370	4,482
Total	162	447	609	152,915	6,722
In 1864—					
British	14	158	172	45,206	1,648
Others	127	53	180	28,945	1,458
Total	141	211	352	74,151	3,106

CLEARED.

Nationality.	With Cargoes.	In Ballast.	Total.	Tonnage.	Crews.
In 1867—					
British	114	..	114	29,612	1,054
Finnish	43	..	43	12,550	422
Norwegian & Swedish	57	..	57	22,856	597
Russian	7	..	7	1,523	59
French	16	..	16	3,049	112
Danish	11	..	11	2,798	92
German	38	..	88	9,642	313
Others	11	..	11	1,950	65
Total	297	..	297	83,980	2,714
In 1866—					
British	147	..	147	39,765	1,102
Others	233	2	235	80,397	2,238
Total	380	2	382	120,162	3,340
In 1865—					
British	229	1	230	62,545	2,240
Others	306	73	379	90,370	4,482
To l	535	74	609	152,915	6,722
In 1864—					
British	172	..	172	45,206	1,648
Others	191	3	194	32,659	1,600
Total	363	3	366	77,865	3,248

The arrivals of vessels of all nationalities from various countries and places, during the last four years, were as follow:—

Countries.	Number of Vessels.			
	In 1867.	In 1866.	In 1865.	In 1864.
Great Britain	36	64	138	77
Russia	130	116	195	175
Finland	32	37	96	40
Lubeck	17	23	22	18
Norway and Sweden ..	10	20	21	5
France	12	19	15	5
Denmark..	13	36	34	1
Hamburg	3	8	6	3
Spain	3	1	3	10
Brazils	3	2	3	1
Holland	13	15	29	5
Italy	2	1	5	4
Other Countries	24	44	42	7
Total	298	386	609	351

The departures during the same period were as follow :—

Countries.	Number of Vessels.			
	In 1867.	In 1866.	In 1865.	In 1864.
Great Britain	187	245	328	233
France	38	64	62	25
Russia	3	6	70	29
Finland	3	8	71	36
Holland	9	15	34	17
Spain	7	10	7	1
Sweden	11	1	..	2
Lubeck	14	9	18	15
Other Countries	25	24	19	8
Total	297	382	609	366

The following Tables compare the number and tonnage of vessels engaged in the coasting trade at this port in the years 1867, 1866, and 1865 :—

Nationality.	Vessels.	Tonnage.	Crews.
In 1867—			
Finnish	277	24,766	1,387
Russian	29	2,512	340
Total	306	27,278	1,727
In 1866—			
Finnish	289	20,951	1,156
Russian	41	7,842	163
Total	330	28,793	1,319
In 1865—			
Finnish	395	26,040	1,580
Russian	83	14,940	332
Total	478	40,980	1,912

Shipwrecks.—Under this head I am happy I have for the last season only one single case to report, which happened to the British vessel "Dilston," of South Shields, official number 16,967. The said vessel, laden with coals, was totally wrecked on Hogland, in the month of September. No lives were lost.

II.—Trade and Commerce.

The value of imports in 1867 was 7,839,438 Finnish marks—equal to 313,577*l.* sterling ; this figure, as may be seen from the subjoined tables, shows an increase in value over 1866 of 38,536*l.* ; but I am sorry to explain this excess is not so much the result of an increase of the quantities of imported goods, but must rather be sought in the exorbitant prices at which the importations of grain were effected last autumn.

The only articles showing an increased import against the preceding year are coffee and salt, the latter being almost entirely of British produce ;

but this excess is nearly counterbalanced by the falling off in all other import goods, as exhibited in the following Table:—

Articles.	In 1867.	In 1866	In 1865.	In 1864.
Sugar .. .. .. lbs.	1,047,330	1,695,826	2,401,670	1,851,172
Coffee .. .. .. „	1,054,713	890,566	1,880,750	1,394,692
Salt .. .. tons	12,237	5,549	15,130	16,132
Manufactures .. .. £	16,864	17,862	28,012	27,845
Coals .. .. .. tons	1,940	1,543	3,105	3,670
Wine .. .. gallons	9,051	9,759	12,531	1,250
Spirits .. .. „	5,090	6,360	3,340	16,318
Herrings .. .. barrels	812	5,975	6,432	2,810
Grain .. .. imperial qrs.	55,645	60,150	108,658	58,271
Tallow .. .. .. lbs.	1,184,094	1,086,019	966,381	985,897
Total .. .. £	313,577	275,041	390,855	277,977

The value of imports from the respective countries during last and the three preceding years, is shown by the following comparative Statement:—

Countries.	In 1867.	In 1866.	In 1865.	In 1864.
	£	£	£	£
Great Britain	29,522	16,682	26,264	19,080
Russia	197,431	183,205	245,912	148,203
Germany	47,739	29,821	65,112	66,286
Sweden and Norway	1,885	7,279	9,123	6,205
Spain	1,394	2,475	4,046	5,508
Holland	600	..	..	2,062
France	1,264	1,122	2,707	2,180
Italy	1,616	1,251	3,992	1,477
Brazils	32,126	33,206	33,699	26,976
Total	313,577	275,041	390,855	277,977

The following is a comparative Table of the exports from Wiborg during the last four years:—

Articles.	In 1867.	In 1866.	In 1865.	In 1864.
Deals and boards .. .. loads	105,234	143,390	171,720	106,124
Square timber .. .. „	843	1,778	2,820	1,992
Butter .. .. .. lbs.	253,820	375,000	338,258	258,032
Stearine candles .. .. „	379,942	334,958	317,153	345,880
Bristles .. .. .. „	5,747	22,769	24,661	29,377
Total value .. .. £	220,694	242,678	282,771	214,687

The value of exports to the various countries during the same time is distributed as follows:—

Countries.	In 1867.	In 1866.	In 1865.	In 1864.
	£	£	£	£
Great Britain	123,078	151,185	160,567	161,961
Russia	42,744	28,969	53,690	17,473
France	20,362	30,979	30,171	12,106
Spain	2,888	4,245	2,876	999
Germany	14,346	8,030	19,554	11,733
Holland and Belgium	4,374	13,403	12,130	6,795
Other Countries	12,902	5,874	3,783	3,620
Total	220,694	242,678	282,771	214,687

Deal prices in England ruled very low during the last season, say about 5*l.* 10*s.* per St. Petersburg standard, free on board.

The freight market here showed very little fluctuations; the average rate from this port to the east coast may be quoted at about 45*s.* per standard.

The rate of exchange used in my returns for converting Finnish marks into British sterling is at 25 marks per pound sterling.

III.—Agriculture.

The last harvest has been a total failure, and a famine, surpassing any former precedent, has been the consequence. My Report of the 4th of October last, on the coming distress has proved far from being exaggerated; on the contrary, the destitution, with all its shocking attendants, has become so appalling, that my pen would scarcely be able to describe it. Besides Government measures, much has been done in the way of private benevolence, both here and abroad, to alleviate a little the unspeakable sufferings of the poor Finns, and I may mention that an appeal for relief, which I made to my friends in England, and the British public at large, has most generously been responded to, and has brought me the handsome amount of about 600*l.*, which I have distributed to the most needy; but in the face of a famine like this, all those charitable contributions have only proved to be a drop in the sea, and a material improvement of the condition of the poor sufferers can hardly take place before the next harvest.

In the meantime, the building of a railway from Helsingfors over Wiborg to St. Petersburg, which, after long meditation, has now at last been broken, will also, in some measure, tend to offer a livelihood to the numerous emigrants from the north of Finland whom the hunger has driven down to these southern districts.

Wiborg, April 14, 1867.

TURKEY.

ALEPPO.

Report by Mr. Consul J. H. Skene on the Trade and Commerce of Aleppo during the Year 1867.

In the early part of the year commercial business was in an exceedingly depressed state, owing to the high price of provisions, consequent on a series of deficient harvests, which had left the population without the means of purchasing imported goods to the usual extent. The crops of the season were abundant, but a sudden fall of prices in Europe had the effect of preventing that circumstance from influencing the condition of trade very favourably, for importers then curtailed their operations in the apprehension of a further depreciation. Many of them were also so reduced by previous losses, when there was no local demand, that they had not the necessary capital to carry on their business. Thus, though there was an improvement in the latter half of the year, it did not keep pace with the increase of means for the purchase of merchandize, which accrued to consumers from the abundance of the crops and the fall of the price of grain to one-third of the rate prevailing previously. This evil might have been remedied by the exportation of corn, which would have brought capital into the country, and enabled merchants to undertake a more extensive importation of goods, both manufactured and colonial, but the expense of transport, arising from the want of carriage roads, checked the attempts made to find a profitable market in Europe for Syrian grain. The exchange became more and more unfavourable, and at last bullion began to flow out of the country instead of into it, as would have been the case in so prosperous a state of agriculture had the ordinary facilities of conveyance existed. Local manufactures received an impulse from the fall in the price of labour, produced by the low rate at which provisions were sold; and, while at the commencement of the year only 800 looms were at work, towards its close 3,000 were rapidly weaving stuffs for the Egyptian market. The aggregate amount of capital employed for importation and exportation has diminished, but that engaged in local manufactures has greatly increased. On agriculture there may not have been more money laid out than in previous years; much more seed corn has, however, been sown, the cultivators having been able to obtain more for their money. Trade has thus been impoverished in 1867, manufactures have been enriched, and tillage has been extended.

A sudden fall in the price of cotton, wool, and gall-nuts in the markets of Europe created quite a commercial crisis at Aleppo in autumn, and it added greatly to the disastrous effects of the above-stated drawbacks to the prosperity of trade; many severe losses having been suffered in these three articles of exportation.

Manufactured goods were imported during the course of the year to the amount of 28,000 bales, of which 19,000 were from the United Kingdom; about two-fifths of them were sold at a loss in the first two quarters, and three-fifths with a small profit towards the end of the third and during the fourth. Indigo rose in demand in proportion to the increase in local manufactures, for which it is used in dyeing the course cotton cloths worn by the peasants. Cochineal was affected by the same

influence, though in a lesser degree. Copper and iron have been imported to a greater extent than in the year 1866, on account of the peasantry being in a position to replace household and agricultural utensils disposed of under the pressure of the distress suffered. Cotton has hardly been exported at all, the local prices for home consumption being higher than those it could fetch in Europe. Wool was at first sent in considerable quantities to France, but its exportation was soon stopped by the bad results arrived at. Gall-nuts were more than usually abundant in 1867, and speculation commenced on a large scale, but its career was equally brief and unprofitable with that of the investments in wool. Cereals were also tried, but could not bear the expense of carriage on mules from the interior of the shipping port. Exportation thus ceased at Aleppo altogether before the end of the year. The exchange was unfavourable to those who are in the habit of buying and selling bills, for there is no bank here, and, when every branch of exportation failed, the ruinous practice of remitting bullion was necessarily had recourse to for the purpose of carrying on the import trade.

In this country business does not fluctuate as in Europe, according to the prices of merchandize, but is as often active and remunerative when the raw material is dear as when it is cheap. It follows the rise and fall of local prosperity. Here there are few honourable commercial firms in possession of overflowing capital, to emit or withhold in a fixed ratio, dependent on the prices of purchase and sale, and ready to hold goods through a period of diminished demand in the hope of an ultimate rise, keeping thus the market more or less steady. There are many unprincipled and needy traders who watch the means at the disposal of consumers; find money or goods on credit to enable them to draw the profits of agriculture to their own coffers by the sale of cheap wares when the demand increases, and close their counting-houses when crops are bad and victuals dear, sell their stock in trade below cost price from the fear of a greater fall, and defraud their creditors. Some there are who enter on this immoral course by establishing a branch at Manchester, which gains credit with manufacturers and banks through regular transactions for a few months, then consigns to Aleppo all the merchandize it can collect without cash payment, declares bankruptcy in consequence of its partners in Syria not having made remittances alleged to have been expected, and leaves its creditors to seek the recovery of their money from the accomplices of the swindle in a Turkish Court at Aleppo. Great caution in dealing with Turkish subjects in England is thus to be recommended.

It is easy to estimate the general aspect of trade here by looking at the state of the harvests. When prospects seem favourable in spring, orders are sent to Manchester; when the threshing floors are laden with grain, the warehouses of Aleppo are full of goods; and, when drought or locusts threaten the crops, the bazaars are deserted. The year 1867 was a good one for cultivators, the first after three very bad seasons, and the progressive increase of the monthly Customs' receipts shows the effect it had on trade. In January and February they did not exceed 1,000*l.*; in March, April, May, and June, they rose to an average of 2,500*l.*; and, in the latter half of the year, they were 5,000*l.* per month at a minimum. This is further proved by one particular class of those receipts, the duty on colonial produce. The revenue, from the importation of sugar, was very low until the middle of the year, when it rose rapidly, this being a luxury never indulged in by the Syrian peasantry in a bad year.

Sugar has always hitherto been drawn by this country from France, and it calls for satisfactory notice that almost the whole amount of this

article of trade received here in 1867 has come from England. This new business has been opened by the four lines of screw steamers running between Liverpool and Alexandretta, and carrying for less freight than the French steamers from Marseilles.

The value of goods landed at Alexandretta during the year 1867 was:—

	£
Coffee	8,610
Sugar	22,650
Cotton twist	81,634
Broad cloth	26,741
Cotton stuffs	927,504
Silk stuffs	453,160
Hardware	26,937
Dyes	70,432
Paper	11,762
Total	1,229,430

The countries from which these goods were imported are:—

From:—	£
Great Britain	765,830
France	257,062
Italy	20,779
Greece	8,112
Other ports of Turkey	118,136
Egypt	59,511
Total	1,229,430

The value of goods shipped at Alexandretta during the year 1867 was:—

	£
Cotton	9,871
Wool	195,465
Gall-nuts	49,788
Silk	103,536
Sesame	1,395
Tobacco	23,400
Manufactured goods	61,724
Total	445,179

The counties to which these goods are exported are:—

To:—	£
Great Britain	38,363
France	222,605
Italy	10,431
Other ports of Turkey	117,730
Egypt	56,050
Total	445,179

The amounts of importation and exportation are much below the average, which was formerly 2,000,000*l.* for the former, and 1,000,000*l.* for the latter. There has been a gradual and persisting decline in the trade of Aleppo since the year 1864, when it was at its highest pitch of activity, but it is now expected to recover some degree of prosperity after a second good harvest, as the crops promise well thus far.

Aleppo, December 31, 1867.

KUSTENDJI.

Report of Vice-Consul Sankey on the Trade of Kustendji in the Year 1867.

THE following vessels cleared from the port of Kustendji during the year 1867 :—

Nationality.	Sailing Ships.	Steamers.	Registered Tons.
Greek	63	..	188,325
British	53	17	
Italian	47	..	
Austrian	35	108	
Turkish	21	4	
Norwegian ..	12	..	
Russian	4	..	
Prussian	1	..	
French	1	10	
German	1	..	
Swedish	1	..	
Dutch	1	..	
Wallachian ..	1	..	
Finlander ..	1	..	
Samiote	1	..	
Belgian	..	1	
Total.. ..	243	140	
	383		

Exports.

Grain in Transit—	Qrs.
Wheat	236,596
Barley	42,456
Maize	17
Total.. ..	279,069
Local Produce—	
Wheat	115,893
Barley	63,871
Linseed	6,570
Millet	814
Rape..	931
Total.. ..	188,079
Total Shipped	467,148

And 3,500 bales = 490,000 okes of Wool.

Prices of Wheat and Barley free on board :—

Wheat, lowest 34*s.*, highest 56*s.* 6*d.*
Barley „ 15*s.*, „ 23*s.* 6*d.*

Imports.

4,750 bales Manufactures
7,560 packages Colonial and Dried Provisions.

Kustendji, April 14, 1868.

NORTH SYRIA.

General Report by Mr. Consul J. H. Skene on North Syria under the Nwe Organization of the Turkish Provinces.

Boundaries.—This province is bounded on the north by the watershed of the Taurus range of mountains from Gulek Boghaz, the ancient Cilician Gates, to beyond Orfa in Mesopotamia, where its limits trend southwards to the river Euphrates at Deir, formerly Thapsicus, and westwards from thence by Palmyra to the sea below Mount Casius; then follow the coast to the north and west by Selencia and Issus to Pompeiopolis, and meet Mount Taurus again at Gulek Boghaz.

Districts.—This vast territory is divided into 5 districts—Aleppo in the south, Adana in the west, Kozan and Marash in the north, and Orfa in the east. The district of Aleppo formed the whole of the province under the old system. That of Kozan has now for the first time been brought under the authority of the Sultan's Government. Those of Adana, Marash, and Orfa were previously separate provinces.

Population.—The five districts contain 13 towns—

	Inhabitants.
Aleppo	110,000
Antioch	20,000
Beylan	3,500
Adana	40,000
Tarsus	16,000
Marash	18,000
Killis	18,000
Edlip	12,000
Aintab	25,000
Room Kaleh	9,000
Nizib	6,000
Biredjik	15,500
Orfa	27,000
Total	320,000

The population of the villages in the five districts amounts to about 750,000; that of the nomadic camps in the desert may be computed at 140,000, forming an aggregate number of inhabitants in the province of not less than 1,190,000.

Religion.—At Aleppo there are 83,500 Mussulmans, 19,900 Christians, and 6,600 Jews. In the other towns, and in the villages and camps, the Mussulmans number 1,095,000, the Christians 93,000, and the Jews 2,000. The Christians of Aleppo are divided into nine churches:—

Roman Catholics	416
Greeks	1,100
Greek Catholics	6,472
Armenians	2,432
Armenian Catholics	3,914
,, Protestants	75
Maronites	2,587
Syrians	47
Syrian Catholics	2,857
Total	19,900

The Christian communities of the other towns and in the villages are exclusively composed of Greeks and Armenians, the former about 7,000 in number, the latter 86,000.

Nomads.—The Mussulman nomadic population consists of Arab, Turcoman, and Kurdish tribes. Their respective numbers vary as they pass from province to province, or retire to the inmost recesses of the desert, even as far as Central Arabia. They may, however, be generally estimated as numbering about 100,000 Bedouin Arabs, 30,000 Turcomans, and 10,000 Kurds. The Arab tribes are distinguished by five demoninations :—

Hadideen..	16,000
Weldi	8,000
Shammar..	25,000
Anezeh	40,000
Small tribes	11,000
Total	100,000

The Hadideen and Weldi tribes rarely leave this province, and there are no branches of them elsewhere. It is not so with the Shammar and Anezeh tribes, which have numerous subdivisions both here and in other parts of the Syrian and Arabian desert. The Shammar, or Shomer, tribe, as it is called in Mr. Palgrave's work, is in this province subdivided into four sections—Fedagha, Obeid, Tai, and Oteiba; and there are many more branches of it in the province of Baghdad. The Anezek tribe is more rich in distinctive appellations of its sections. The principal one is the great Sebaa clan, of which there are offsets in Central Arabia. It is made up of seven camps, whence its name of Sebaa, or seven :—Gumassa, Mowayeja, Abadat, Duam, Ishfoyeh, Moveneh, and Feghegi.

The next in importance of the Anezeh tribes frequenting this province is the Fedan, composed of four sections :—Mehed, Ajajara, Hrissa, and Rooss.

Besides the Sebaa and Fedan there are six other Anezeh tribes which come near Aleppo in spring to sell the produce of their flocks and herds, and buy grain with the proceeds :—Amarat, Erfuddi, Jelas, Ibu Haddal, Shmeilat, and Roalla.

The small tribes, calculated above as numbering about 11,000, have been induced to become tillers of the soil, and they are rapidly progressing towards comparative prosperity. They are as follows :—Ghess, Mowali, Ferdoon, Lehep, Beni Said, Shehemi, Faddali, Weled Ali, Ketiar, and Aghedat.

The Turcomans roam over the plains of Antioch and Cilicia, as well as that portion of the Euphrates Valley called Comagene by the ancients. They form six tribes :—Pekmeshli, Delhikauli, Rehauli, Ketcheli, Bejdeli, and Genkani.

There is a seventh Turcoman tribe in this province, not included in the number of 30,000 stated above, because it has now become assimilated to the settled Turkish population. It was formed by the descendants of the followers of Seljook, who founded a kingdom in Asia Minor, with Koniah for its capital, driven to the mountains by the kindred Osmanli, from whom the present Turkish race derives its origin, and settled in the portion of the Taurus range named Kozan Dagh. They are thus known as the Kozanli, and recognized by the other Turcomans as a cognate tribes, though they are no longer nomads; they number 20,000. The Kurdish tribes are four :—Kilichli, Tajerli, Hejeli, Yezidi. They cultivate the soil in some places, but they are the most lawless and unruly class of the people, inveterate robbers, and not averse to the shedding of blood like the Bedouin Arabs.

Aleppo.—At Aleppo there are—

Mosques	155
Small Shrines	120
Mussulman Schools	37
Christian Churches	10
„ Schools	7
Synagogues	2
Jewish Schools	2
Turkish Baths	41
Cotton Factories	2,915
Silk	90
Dye Houses	89
Soap Factories	13
Oil Presses	10
Tanneries	3
Inns	90
Shops	5,500
Counting Houses	810
Bakeries	84
Flour Mills	95
Coffee Houses	69
Printing Offices	2
Quarries	11
Limekilns	13

Other Towns.—In proportion to their respective amounts of population, and the relative numbers of their different communities, the other towns of the province offer a similar distribution of establishments, religious, educational, and mercantile.

Products.—The agricultural products of the province are—wheat, barley, maize, millet, silk, tobacco, wax, honey, wool, butter, cheese, oil, lentils, wine, cotton, Pistachio nuts, olives, figs, raisins, sesame, flax, scammony, gall nuts, hides, rice, and vegetables.

Manufactures.—The manufactures of the country are—woollen girdles, cotton kerchiefs, woollen stuffs, cotton stuffs, silk stuffs, silk kerchiefs, embroidery, and soap.

Artizans.—There are many families, both Mussulman and Christian, that are supported by the various branches of ordinary handicraft:—masons, carpenters, blacksmiths, shoemakers, tailors, embroiderers, goldsmiths, dyers, weavers, millers, saddlers, armourers, butchers, bakers, ropemakers, distillers, soap boilers, and wood cutters.

Trade.—There is an active trade at Aleppo, which is a great centre of commercial enterprise for the supply of foreign goods required in the interior of the country, and for the transmission of local produce to European markets. The value of the import trade sometimes reaches 2,000,000*l.* per annum, and that of the export trade 1,000,000*l.* The former trade is chiefly with Great Britain, the latter with France; the inferior quality of Syrian produce rendering it unfit for the English market.

Mines.—There is an iron mine at work near the village of Zeitoon on Mount Taurus in the district of Marash, which produces better iron than that which is imported from England, Sweden, and Russia; but it is only used for making nails and horse-shoes, and the mine might be worked to much greater advantage, were capital and more skilled labour employed. Copper and lignite are also to be found in several parts of the province, but no attempts have hitherto been made to render these valuable resources productive.

Roads.—Not a single carriage road exists as yet in North Syria. The construction of one from the shipping port of Alexandretta to the passage of the Euphrates at Biredjik has been commenced some months since,

but the progress of the work inspires little confidence in the prospect of its completion.

Ports.—Alexandretta is the only harbour offering safe anchorage in any weather on the coast of Syria. Its climate, however, is so unhealthy that there is nothing but a miserable village there, little calculated to meet the requirements of the extensive trade carried on. The marshes, which infect the air and keep half the population in bed with fever and ague every summer, might be drained for the trifling sum of 2,000*l.* The other shipping port of the province, Mersyna, is less unhealthy; but it has only an open roadstead, and vessels cannot anchor there in safety when the wind blows strong from the south.

Revenues.—

DISTRICT OF ALEPPO.

	Piastres.
Direct Tax	5,849,296
Tax in lieu of military service	501,844
Indirect taxes	1,341,820
Tax on sheep	1,528,947
Tithes of produce	10,651,686
„ in the desert	530,000
Taxes „ „	492,000
Sundries	400,000

DISTRICT OF ADANA.

Direct tax	3,058,916
Tax in lieu of military service	172,098
Indirect taxes	701,917
Tax on sheep	990,000
Tithes of produce	5,937,895
Sundries	425,000

DISTRICT OF KOZAN.

Direct tax	826,493
Tax in lieu of military service	238,470
Indirect taxes	11,000
Tax on sheep	578,736
Tithes of produce	680,728
Sundries	35,000

DISTRICT OF MARASH.

Direct tax	1,762,722
Tax in lieu of military service	300,022
Indirect taxes	326,694
Tax on sheep	740,948
Tithes of produce	2,337,180
Sundries	190,000

DISTRICT OF ORFA.

Direct tax	1,274,456
Tax in lieu of military service	117,187
Indirect taxes	469,670
Tax on sheep	945,330
Tithes of produce	3,716,763
Sundries	200,000
Total	47,332,874

Government.—The administration of public affairs is in the hands of a Governor-General, with four principal functionaries, an Accountant-General, a Director of Consular Affairs, a Secretary-General, and a Chief of the Police. Under their superintendence five governors rule over the five districts; the towns have each a Lieutenant-Governor, and every

group of villages has its Sub-Lieutenant-Governor. At Aleppo there are seven councils and Courts of Justice:—Council of Administration, Court of Appeal, Civil Court, Criminal Court, Commercial Court, Court of Criminal Enquiry, and Municipal Council.

A Council of Administration and a Court of Justice sit in each of the five districts, and every town and group of villages has its municipal council to assist its Lieutenant or Sub-Lieutenant-Governor.

Expenditure.—The salaries of the officials employed under the above system are—

	Piastres Per Month.
Governor-General	62,500
Governor of Aleppo	10,000
„ Adana	17,500
„ Kozan	10,000
„ Marash	17,000
„ Orfa	12,500
Accountant-General	12,500
Director of Consular Affairs	7,500
Secretary-General	5,000
Chief of Police	4,000
Lieutenant-Governor of Antioch	4,000
„ Beylan	5,000
„ Tarsus	5,000
„ Killis	5,000
„ Edlip	5,000
„ Aintab	5,000
„ Room Kaleh	4,000
„ Nizib	4,000
„ Biredjik	5,000
„ Islahich Nomads ..	10,000
„ Puyass „ ..	7,500
„ Osmanich „ ...	3,000
„ Bedouin „ ..	7,500
16 Sub-Lieutenant-Governors	32,000
85 Members of Councils	127,500
64 Clerks	64,000
2,000 Policemen	300,000
Total	656,000

Conclusion.—The province of North Syria thus yields to the Imperial Government an average surplus revenue over its expenditure of nearly 400,000*l.* per annum, besides Customs' receipts, which amounted last year to 42,000*l.*, and have produced in good commercial years double that sum. Yet the provincial treasury is always empty, and cheques are given in lieu of cash payment, which are generally disposed of to money-lenders at a discount of 20 or 30 per cent. This state of matters cannot be accounted for by any extraordinary outlay on public improvements whatsoever; for it is lamentable to see the utter neglect in which many available sources of revenue are left, and to which the vast commercial and agricultural resources of the country seem to have been irrevocably condemned. Grain moulders in store, unable to bear the expense of transport on mules to the shipping port. Commercial credit suffers by Courts of Justice screening swindlers of British capital. Stately forests rot on the mountains, and rich ores crop out unheeded from the rocks; fertile plains pant for the plough, and copious streams to irrigate them feed only pestilential marshes. Bedouins encroach on arable land to secure pasture for their increasing flocks, and villages are abandoned, the desert overlapping cultivation. In the midst of abundance, a laborious, frugal, submissive population starves.

Aleppo, April 2, 1868.

SOULINA AND TOULTCHA.

Commercial Report by Mr. Vice-Consul Dupuis on the Trade of Soulina and Toultcha for the Year 1867.

I HAVE the honour to report that a year of agricultural and commercial prosperity, such as has not been experienced in the Danubian Principalities since 1864, has just closed. Throughout Wallachia an abundant harvest met with brisk demand, and grain realized high prices.

Navigation.—The total number of ships of all nations which arrived in the ports of Toultcha and Soulina during the year 1867 was 395, representing a tonnage of 149,390; 338 vessels sailed away with cargoes, 93 British vessels cleared with cargoes, and 101 Italians. Up to the end of September 59 English vessels sailed away laden, against 19 Italians and 34 Austrians, while from the 1st October to the closing of the navigation, they again took the lead, and 81 of their vessels left with cargoes against 35 English and 16 Austrians. These figures go to show that, when grain is scarce and ships are not in great demand and freights low in consequence, English vessels are generally preferred to those of other nations; but on the contrary, when great quantities of goods are to be exported, merchants readily charter any vessel offering, and the Italians, being an important maritime nation in the Mediterranean, easily find employment for their vessels. Great demands existed in December, and even to this date, for vessels to load cargoes against the re-opening of navigation this spring, even at lower freights offering on account of the season and when numbers of vessels are seeking employment. The shipment of cargoes in steam vessels from the port of Soulina is on the increase, they being preferred to sailing vessels by merchants, although at higher freights, in order that they may be enabled to dispose of their goods early and while prices are maintained in the market. Shipments of cargoes in steam vessels are greatly on the increase, and it is the opinion of mercantile men here that in future the greater part of the corn trade from the Lower Danube will be effected by means of steam vessels.

Exports.—About 867,167 quarters of grain of all kinds have been sent to foreign countries from these ports during the last year, 236,290 of which were shipped for England. The exports in other goods are very trifling. Some few shipments, however, of rapeseed and linseed have been effected, for, although the soil is favourable to the culture of this plant, still the returns appear so limited that cultivators do not seem to care much about it. Oats are also raised, but this cereal is grown chiefly for local consumption, and scarcely any is exported out of the country. There have been also some few cargoes of staves for barrels: other articles of exportation are so very insignificant as scarcely to merit recording. The approximative value of exports during the past year in vessels of all nations was about 1,608,515*l.* Wheat, Indian corn, and barley are the principal commodities of export; compared to these all others sink into insignificance. The prices of these articles during the past year averaged as follows:—

Articles.	Price per Imperial Quarter.
	s. d. *s. d.*
Wheat	40 0 to 45 0
Indian Corn ..	25 5 „ 29 0
Barley	14 6 „ 19 3

Imports.—These consisted chiefly in coals from England, salt, dried fish, and other provisions from Constantinople, and were valued at 13,303*l.* The market of Soulina is supplied from Constantinople and the Upper Danube.

Agriculture.—In consequence of bad harvests since 1864 in the Lower Danube, with unremunerative prices abroad, poverty was enhanced, and many foreigners who resorted hither to trade left again for places offering them better prospects. The exceptional harvest, however, of last year, encouraged by demands from other countries, together with higher prices here, effected a wholesome change. Trade, shipping, and field labour have returned considerable profits during the past year to those engaged in such pursuits, and farmers and corn dealers have realized considerable benefits. There are in the country large quantities of Indian corn ready for shipment this summer.

Soulina, January 25, 1868.

VENEZUELA.

CIUDAD-BOLIVAR.

Report by Mr. Vice-Consul Joel on the Trade of Ciudad-Bolivar for the Year 1867.

THE quartz crushing machinery for the Gold Mining Company formed in the United States under the concessions granted by this Government to Mr. G. B. Austin has arrived at this place.

A company for working gold mines in the district of Caratal has recently been organised in Paris, under the auspices of Dr. Plassard, the French Vice-Consul for this port, who left here for France, on leave of absence, in June last for that purpose.

Mr. Bryant, the engineer, sent out by the Mining Association of London to report on the auriferous deposits of the district of Caratal returned to England by the last packet. He speaks very highly of the richness of the quartz, and the width and constancy of the veins.

The yield of gold continues to be about the same as last year, but I anticipate a large increase so soon as the machinery of the American company is in working order.

Ciudad-Bolivar, March 31, 1868.

COMMERCIAL REPORTS

RECEIVED AT

THE FOREIGN OFFICE

FROM

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BORNEO.

SARAWAK.

Report by Mr. Consul Ricketts on the Trade and Commerce of the Port of Sarawak for the Year 1867.

Shipping and Navigation.

The accompanying returns Nos. 1, 2, and 3 give the amount of shipping employed at this port during 1867, which, as compared with the returns for 1866, show a decrease in the tonnage, but an increase in the number of vessels.

Year.	Arrivals.		Departures.	
	Vessels.	Tonnage.	Vessels.	Tonnage.
1866	232	8,924	234	8,641
1867	260	7,520	235	6,858
Increase	28	..	1	..
Decrease	..	1,404	..	1,783

The coasting trade, of which return No. 4 gives the particulars for 1867, shows, on comparison with that of 1866, the following result.

Year.	Arrivals.		Departures.	
	Vessels.	Tonnage.	Vessels.	Tonnage.
1866	1,592	11,333	1,663	12,650
1867	1,532	12,174	1,567	13,517
Increase	..	841	..	867
Decrease	60	..	96	..

From these Tables it will thus be apparent that in the general trade smaller vessels have been employed, while in the coasting trade a larger size has been preferred than in the previous year; and this, with regard to the coast trade, may be deemed of consequence, as it proves that the natives now build a larger and better class of vessels than formerly.

Trade and Commerce.

The Return No. 5 shows the imports during the year, amounting to 67,605*l.* against 83,844*l.* in 1866, leaving a further decline during the past year of 16,239*l.* The falling off has been in almost every item except cottons, treasure and opium, which show an increase. One article of importation appears for the first time this year, viz., jars.

These are of a peculiar kind, manufactured in China, to resemble the jars which, together with gongs and brass guns, form the old treasure of the Dyaks. These jars appear to be making their way, and it is to be hoped will, in course of time, affect the fictitious value placed on the original articles, and cause the Dyaks to use money as a representative of wealth in preference to the cumbersome and perishable jars. The importation of these jars in 1866 amounted to 11,600 dollars, under the head of sundries, and in 1867 has increased to 30,900 dollars.

The imports of opium show an increase over those of 1866. This article is a monopoly and is farmed out every year by the Government, the farmer was formerly under no restrictions as to the price at which the drug was sold for consumption, and the average rate was 3 to 4 chees for a dollar, much dearer than in the adjacent countries. With a view to encourage Chinese settlers (who are almost the only consumers of opium) the Government, on leasing the farm in November 1867, stipulated that the opium should be sold at the same rate as in Singapore, viz., 6 chees per dollar. In consequence of this the price of the farm fell from 2,900 dollars to 2,000 dollars per month, equal to a loss of 10,800 dollars on the year; it is, however, confidently expected that, owing to the reduction in price to the consumers, many Chinese may be induced to settle as agriculturists in the country, and the consequent consumption of opium be thereby so much increased as in a short time to fully compensate for the present reduction in the value of the opium farm. There is every chance of this expectation being realized, provided the Government and the farmer give the new regulation a fair trial.

The Return No. 6 of exports in 1867 shows a slight increase over those of 1866; the amount for the past year being 74,967*l.* against 74,849*l.* for 1866. The several items have, however, varied considerably; in sago-flour, gutta and beeswax there has been a large increase, while treasure, antimony, rattans, raw and pearl sago, rice and birdsnests exhibit a decrease, and of timber none has this year been exported. The increase in exports of sago-flour, and the decrease in those of raw sago, may be accounted for in the fact that a duty of 60 cents per 100 tampings has been imposed on the raw article, with a view to encourage the manufacture of sago-flour and pearl sago, as giving employment to many and consequently encouraging new settlers.

The fact that no exportation has taken place of the valuable timber with which the country abounds, and which in the course of agricultural operations has to be got rid of, is much to be regretted. Under experienced and judicious management the export of timber alone would ensure a profitable freight to a large number of vessels. There are several kinds (known only by the native names) invaluable for shipbuilding, and some which are known to resist all attacks of termites or white ants, and to remain sound for years in mud and water.

The difficulty appears to lay in cutting and transporting the timber to a vessel's side, but this experience and judgment in profiting by the magnificent water communication existing all over the country, would soon overcome, and a very large trade in lumber might be opened out with the adjacent countries.

The coasting trade has, during the year, amounted to 431,976 dollars, or 97,195*l.* inwards, and 307,229 dollars, or 69,126*l.* outwards; giving an aggregate of 196,321*l.* against 164,411*l.* in 1866, making an increase of 31,900*l.* in 1867.

Out-Ports.—The trade at the out-ports of Muka Sibu and Binterlu has sprung into considerable consequence during the past year. Actual statistics have not been reviewed, but an aggregate of 350,000 dollars or 78,750*l.* for imports and exports may be safely taken as within the mark. Wax, camphor, dyewoods, gutta, and sago form the principal exports, while the imports are much the same as those of Sarawak itself. The fact of this trade having sprung up accounts in a great measure for the falling off at the port of Sarawak.

During the year the principal articles of produce have ruled as under:

Articles.	Per.	Price
		$
Gutta-percha	Picul of 133⅓ lbs. ..	24 to 41.
India-rubber	„ „ ..	17 „ 21.
Gum damar	„ „ ..	3½ „ 4.
Raw sago	100 tampings = 2⅔ tons	38.
Sago flour	Picul of 133⅓ lbs. ..	$2\frac{46}{100}$.
Pearl sago	„ „ ..	3.
Antimony ore	Ton	20 nominal.
Camphor	Catty of 1⅓ lbs... ..	20.
Birdsnests	„ „	$1\frac{4}{100}$
Beeswax	Picul of 133⅓ lbs. ..	36.
Rice	Koyau of 2⅔ tons ..	90 to 130.

Exchange nominal, no transactions, may be quoted for calculation at 4*s.* 2*d.* to 4*s.* 6*d.* per dollar, at which latter rate all my calculations have been made.

General Remarks.

Table No. 1, showing the Value of the Imports into the Port of Sarawak during the five Years ending 1867.

Articles.	1863.	1864.	1865.	1866.	1867.
	$	$	$	$	$
Treasure	56,578	109,861	39,891	28,343	41,824
Cottons and woollens..	146,252	176,857	151,155	84,638	91,773
Brassware	27,729	70,454	37,468	15,624	2,078
Earthenware	..	12,264	31,123	32,459	645
Iron and steel.. ..	..	6,702	4,713	5,981	3,164
Wines and spirits ..	..	4,272	4,347	4,210	2,481
Tea	..	1,506	2,096	2,158	440
Sugar	..	2,969	9,597	5,452	1,279
Salt	..	4,555	8,743	5,499	2,506
Opium	14,500	4,665	8,059	8,868	10,180
Rice and paddy ..	15,910	11,925	13,907	3,882	3,713
Cocoa-nut oil	24,524	12,995	18,106	12,240	6,821
Cocoa-nuts	..	8,073	19,753	15,723	11,036
Cattle	..	..	495	656	260
Gutta-percha	6,067	2,402	..	1,506	330
Birdsnests	..	..	..	13,260	48
Beeswax	360	..	308	600	..
Camphor	..	..	2,000	2,500	360
Tobacco	39,691	32,374	38,844	38,520	24,423
Gold	960	5,525	1,372	768	72
Jars	..	..	..	11,680	30,901
Sundries	82,815	88,967	112,223	78,073	66,134
Total	414,756	556,366	504,200	372,640	300,468

TABLE No. 2, showing the Value of the Exports from the port of Sarawak during the five Years ending 1867.

Articles.	1863.	1864.	1865.	1866.	1867.
	$	$	$	$	$
Treasure	33 732	53,371	49,334	31,347	21,014
Gold dust	5,220	9,482	5,394	2,250	6,998
Diamonds	..	..	1 960	..	500
Gutta percha	181,918	299,566	114 409	27,843	55 590
India-rubber	..	..	6,027	11,220	14,872
Antimony ore ..	23,140	9,762	9 260	13,850	3 000
Rattans and canes ..	..	..	12,683	19,679	2,340
Camphor	..	9.120	..	4 980	5,220
Beeswax	9,788	10,974	25,950	12,633	31 950
Sago, raw	7,050	21,000	11.622	21 054	18.472
„ flour	64,634	111,509	67.207	56,647	97 309
„ pearl	..	19,039	13,301	9,557	1,250
Rice	7.586	12,103	14,817	21,062	15 675
Paddy	2.753	6,257	5,409	6 862	5,275
Cocoa nut oil	2,926	2.717	7,781	1,480	414
Birdsnests	14,055	13,492	16,456	35,164	26.867
Tobacco	500	..	..	891	174
Cottons and woollens..	8,902	13,568	21,810	6,626	6,293
Brassware	320	2,175	1,474	1,427	1,567
Earthenware	..	662	160	2 778	20
Timber	..	13 875	38,472	19 410	..
Sundries	20,915	27,820	40,308	25,906	18,300
Total ..	386,439	636.598	464,834	332,666	333,190

The foregoing Tables give the imports and exports during the past five years, from these it is apparent that the trade of this port fluctuates considerably; that the imports exceeded the exports in 1863 by 28,137 dollars; in 1865 by 39,366 dollars; in 1866 by 39,974 dollars, making a total of 107,657 dollars. While the exports exceeded the imports in 1864 by 80,122 dollars, and in 1867 by 32,722 dollars, making a total of 112,844 dollars, leaving thus on the five years a balance in favour of exports over imports of 5,187 dollars.

In 1864 the exports were nearly double those of 1863, while the imports likewise show a considerable increase; since then, however, in exports a gradual decline has taken place until last year, when a slight rise shows itself, while in imports the falling off has been more decided.

The chief trade is with Singapore, fully one-half of the aggregate imports and exports being from and to that port. With England the trade doing is entirely in exports, to the extent of about two-thirds of the whole.

The decline which has, during the past five years, taken place in the various chief articles of import, may be accounted for in the following manner:—In rice, paddy and tobacco,—owing to improved cultivation, and consequently larger crops being obtained by the natives. In cocoa-nut oil and nuts,—in consequence of plantations commencing to yield. In earthenware,—owing to improvements in home manufacture. And in other articles from natural causes arising out of temporary over-supply, added to the increasing direct trade between the out-ports and Singapore.

From this it may be inferred that, notwithstanding the apparent decline in the imports, the state of the trade may be regarded as

satisfactory, and giving promise of further advance; although that advance may not be shown in future returns for the port of Sarawak, but will be found in those for the out-ports, which are on the seaboard of the most populous parts of the territory.

In exports the decline during the five years ending 1867 has been in treasure, gutta percha, and antimony ore; almost every other article shows an increase, particularly beeswax, birdsnests and sago. The exports in 1867 of rice and paddy are more than double those of 1863; exports of india rubber, camphor, canes and diamonds have been established, and on the whole the trade has been extended, as the actual decline has been owing entirely to the falling off in the shipments of gutta percha and antimony. The decline in these articles must not be attributed to any failure in the supply, but is entirely owing to the want of demand caused by over speculation in gutta in 1864-65, added to direct supply of the Singapore market from our out-ports. Antimony is a monopoly, and should of course be left out of the present calculations.

The failure of the trial of exporting timber is most unfortunate, but, as adverted to in my Report for 1867, it is an article well worthy of attention, and a lumber trade between Sarawak and the adjacent countries offers very fine prospects of success if under experienced management.

The trade is for the most part entirely in the hands of Chinese, only one European firm being established here; the Chinese traders are, with one or two exceptions, possessed of little or no capital, nor do the usual facilities of procuring such exist. Interest rules sometimes as high as 2½ per cent. per month, and, with first-rate security, 1 per cent. per month can always be obtained; it is therefore evident that until money, or the means of obtaining it, become more abundant, the trade of the country can only progress but slowly. That large profits are made in the produce market is proved by the high rates paid by respectable dealers for temporary accommodation; the capabilities of this country for supplying the various articles of produce now exported, and of many others, such as coffee, indigo, pepper, and gambier, are quite equal to those of the neighbouring countries, it cannot therefore be doubted but that Sarawak offers in every respect one of the most favourable fields for industry of all kinds that exists in the far east.

In agriculture extensive improvements have taken place within the last three years. Gambier and pepper plantations have been established, coffee gardens have been commenced, and on the estate opened out through the beneficence of Miss Burdett Coutts extensive preparations are being made for the cultivation of indigo, pepper, palm oil, &c. Attention has also been directed to the silk culture, and the attempts hitherto have been attended with fair success. The great want of labour, however, makes the establishment of farms and estates impossible to any but capitalists; the natives are very willing to clear jungle and forest, and make excellent lumberers, but are generally disinclined to work as agricultural labourers, and these latter require to be imported. Experienced men, willing to commence tropical agriculture, are generally without sufficient means to carry on successfully unless facilities for obtaining accommodation are at hand, it is therefore evident that no rapid improvement in agriculture can take place until this vital principle is firmly established in Sarawak.

The establishment of a regular system of operations, based upon the formation of a local bank or general credit company, prepared to make advances at moderate rates for all industrial purposes, would not

only be profitable to all concerned, but would be of immense benefit to the trade and commerce of the country. The Chinese traders and others would be able to obtain accommodation at moderate rates, and be enabled thereby to increase and extend their operations in gutta, wax, camphor, and other valuable products of the country; the lumberers would be succeeded by agriculturists, and the face of the country be gradually cleared of its jungle and be brought under cultivation.

Were such a system introduced and conducted on judicious principles, the trade and commerce, shipping and agricultural interests would receive such an impetus that, without exaggeration, the export trade would be increased four-fold in the space of twenty years, and the import trade improve in a corresponding ratio.

Several discoveries of cinnabar, coffee, and coal have been made lately, and there is good evidence of the existence of valuable mineral wealth in the territory.

Sarawak, March 20, 1868.

COLOMBIA.

CARTHAGENA.

Report of Mr. Consul A. de G. de Fonblanque on the Trade of Carthagena for the Year 1867.

My Report on the trade of Carthagena for the year 1865 commences as follows:

"In the General Report which I had the honour of forwarding to your Lordship's Department on the 1st of August, 1865, I stated that certain new regulations in the Custom-houses of this country, if faithfully carried out, would enable me to form the Commercial Report which my predecessor had been excused from rendering, owing to the difficulty of obtaining trustworthy data upon which to found it. The regulations in question require the Administrators of the several Custom-houses to compile a very complete set of statistics, but unfortunately no extra clerks were provided in this city for the extra work, and consequently the Administrators have been unable to perform it. From the merchants no assistance can be obtained. I am therefore very nearly as badly off for material as was my predecessor; but there has been published since the 10th January, 1865, an official paper, called "Anales de la Aduand de Carthagena" (Record of the Custom-house of Carthagena), which professes to give an account of the goods exported and imported, and the movements of every ship that enters the port. From this journal the returns which accompany this Report have been compiled."

This Report, however, had hardly reached England when the publication of the "Anales" was discontinued owing to want of funds. I applied to the Director of the Custom-house of this port for copies of the statistics which he furnished his Government, but he did not feel himself at liberty to give them; and as only a portion of the same were printed in the official gazette of the capital in 1866, and none whatever in 1867, I might perhaps be allowed to fall back on the indulgence allowed to my predecessors. In the hope, however, that what I can furnish may throw some light on the condition of a country which appears to be very little understood in Europe, I beg to offer these remarks on its trade and prospects.

Cultivation of Cotton.—Laudable efforts have been made by foreigners and a few intelligent natives to encourage this branch of industry, but, though the shipments increased during the year 1866, and the quality of the staple was more than fair, I am afraid that there is no possibility of the cultivation being increased to any extent. The cotton plant is indigenous and perennial in this district, and the soil is so favourable that it attains a growth of ten to twelve feet in its first year. Uncleared land can be obtained free, but the difficulty of obtaining labour and honest agents is almost insurmountable. The plan pursued with so much success in Egypt and elsewhere, of making advances to cultivators, and taking repayment from the crop, has been tried, and failed owing to the dishonesty of the cultivators. Agents have been employed to travel and buy cotton at its maturity, and this plan also has proved unsuccessful owing to the dishonesty of the agents. When a foreigner takes a tract of land into his own hands, and tries to cultivate it, he is opposed and thwarted in every

way. One example out of several will show how far Government encourages the exertions of capitalists in this respect: A French firm, Messrs. Gaudin and Company, obtained a grant of some fifty acres of bush near Turbaco, cleared it and sowed cotton, maize, and yucre. The former was just in flower, when the alcade of the district took upon himself to repeal a law which provided that cattle (which here browse in the forest) should not be permitted to roam untended within a certain distance of a town. The result was that in a very short time Messrs. Gaudin and Company found half their crop ruined. They obtained the reversal of the alcade's act from the proper authority, but the former refused to publish the sentence, leaving his original illegal decree (which he had widely promulgated) in full force. To the English idea, Messrs. Gaudin's remedy would appear a simple one; they would only have to detain the cattle trespassing on their property and recover damages from the owners, but as the law is administered here such a proceeding would simply have involved them in litigation for the detention of the cows. They had no remedy except to put up with their first loss, and abandon the cultivation of cotton for the future. No notice was taken of the alcade's conduct by the supreme court whose judgment he had set at naught, and he passes in his district as a most "patriotic" person.

Large sums have been lost in cotton speculations during the past year, and the price at which it is at present sold will not pay for the labour of picking.

Exports and Imports.—On these heads I can offer only general remarks, and such figures as come under my personal notice as agent for the bondholders of the Columbian debt.

The Customs Tariff during 1865, and up to November 1866, was the same, with the following results, in the corresponding ten months.

Duties Paid.

Months.	Value.
	$ c.
First 10 months of 1865	119,235 43¾
,, ,, 1866	76,298 18
November and December 1865 ..	19,154 36½
,, ,, ,, 1866 ..	34,100 13½

Between the first ten months of 1865 and of those of 1866 there is a falling off of 42,937 dollars 25¾ cents., and on the entire years (notwithstanding the large sums paid in the two concluding months of the latter) of 27,991 dollars 48½ cents.

In the year 1867 there was a further decline; the duties amounting to 96,507 dollars 1½ cents.

In the last three years the sums received as duties stand:

	Value.
	$ c.
1865.. ..	138.381 81
1866.. ..	110,398 21½
1867.. ..	96,507 1½

This diminution, when considered in conjunction with the peculiarities of the Colombian fiscal system, does not of itself prove that the imports

have decreased in quantity, but it clearly indicates that they were of inferior value. Other circumstances, however, tend to show that the commerce of Carthagena is on the decline.

In April next the duties on goods included in the second class is to be raised from $3\frac{1}{2}$ cents. the kilo. to $5\frac{1}{4}$ cents., and on those of the third from $34\frac{1}{2}$ cents. to $51\frac{3}{4}$ cents.

Of the gross sum received as duty on imports in the Custom-houses of Colombia, $37\frac{1}{2}$ per cent. is appropriated for the payment of interest on that part of the public debt which is owing to the bondholders represented by Messrs. Baring and Company.

Exports.—Specie is almost exclusively exported in the packets of the Royal Mail Company, but the Liverpool steamers take a small quantity. I have correct returns from both, and the specie export for the last three years stand :

	Value.		
	£	s.	d.
1865.. ..	35 233	0	4
1866.. ..	23,734	5	3
1867.. ..	39,476	12	0

This export in 1867 was distributed as follows :

Countries.	Value.		
	£	s.	d.
United Kingdom ..	34,530	8	0
France	4,106	4	0
Other places	840	0	0
Total ..	39,476	12	0

This export consisted almost entirely of silver and gold coins, and th increase thereof in the past year is partly to be accounted for by the unsettled state of the country, and partly by the necessity which arose to send money for covering bills drawn against shipments of cotton when prices fell in Liverpool. In the month of June, when the port of Santa Martha was blockaded, 17,358*l.* was exported in the mail packet from this port; the sum shipped in the corresponding period of 1866 being 2,184*l.*

The prices of the principal exports for shipment in 1867 were as follow :

Articles.	Highest Price.	Lowest Price.
	$ c.	$ c.
Cotton .. .. .. quintal	5 40	3 20
India-rubber .. ton of 2,000 lbs.	572 0	320 0
Tobacco .. .. quintal	15 20	9 0

There is no duty on exports.

Shipping.—The following Table will show the amount of shipping which has entered this port in the years for which I possess an account:

TONNAGE.

Nationalities.	1853.	1858.	1865.	1866.	1867.
Belgian..	..	..	..	..	183
British	20,557	67,759	37,139	38,412	22,758
Bremen..	..	..	838	670	197
Colombian	2,439	..	355	..	363
Danish	88	23	..	292	147
Dutch	1,425	278	524	415	1,212
French	1,579	1,444	1,474	1,176	1,326
German..	..	256	..	..	..
Haytian	..	33	..	..	..
Hamburgh	..	..	..	..	120
Oldenburgh	..	..	388	1,475	757
Prussian	..	..	171	..	..
Russian..	..	..	169	135	..
Spanish..	119	..	118	2,897	2,800
Sardinian .. .	196	146	..	..	..
United States	1,861	3,397	455	3,553	1,155
Venezuelian	392	..	263	..	..
Austrian	..	..	123	..	..
	28,656	73,336	42,017	49,025	31,018

It must be observed, however, that of the 49,025 tons entered in 1866, and the 31,018 tons of the following year, 19,498 and 14,345 tons were contributed by the packets of the Royal Mail Company which have a very small share of the carrying trade to and from this port. The Liverpool company also, which contributed 11,022 tons in 1866, and 12,397 tons in 1867, touch here as one port out of four, and sometimes five, on their route. The same rule applies to the Spanish company, which sent 2,800 tons in each of the above years.

Tonnage dues on shipping during four months of 1866, and nine months of the following year, were assessed on the gross tonnage of the ship, irrespective of the cargo she brought. In this manner the packets of the Royal Mail Company have had to pay on an average 46*l.* a voyage. These dues are now calculated in the weight of cargo landed, and the liability of the above ships has fallen to less than 5*s.* a vessel in the last six months.

The present rate is 1 dollar for every 1,000 kilos., and includes pilotage and all port charges.

General State of Commerce.—The civil war of 1867, in which this state took a prominent part, has of course affected its trade, though not to the extent which might have been anticipated. A little sugar and a good deal of a fiery, raw spirit, called anisado, is made here; but for a portion of its food, and for almost every article of first necessity the state is dependent upon foreign countries; boots, clothes, furniture, and all sort of iron and tin ware can be imported from France and the United States cheaper than they can be made on the spot, not because there are no workmen capable of producing such articles, but because of the idleness and dishonesty which prevails. In one of his messages to Congress the late President (Mosquera) lamented the condition into which artificers had fallen on account of the importation of ready-made goods, and advised an increase of the Customs duties upon them. It did not seem to occur to his Excellency that in a country, where a workman can support a family on ten pence a-day, he has only himself to blame if he can be undersold from abroad, especially as in most cases manufactured articles pay nearly

ten times a greater duty than that imposed upon the materials of which they are made.

Agricultural labour receives three or four dimes a-day, and as two days' work will provide for a week's anisado and tobacco (food is gathered free) a third of the cotton and other crops is lost for want of hands to get it in. I am aware of cases in which eight dimes, and even a dollar a-day has been offered at a pinch for work, and this has been refused, because the labourers had enough in their pockets to keep them over the morrow. The lowest forms of ambition are unheeded, and nine-tenths of the population are content to live and die in common with their pigs.

The unscrupulousness of a higher class, and the ignorance and venality of judges have a further depressing influence on trade, by weakening its main stay—credit. The taxes, calculated at 10 per cent. on income, are eaten up by an army of officials, none of whom can live on his salary, and thus one of two things happens: the more honest neglect their public duties in more lucrative pursuits, and the rest take advantage of their position to enrich themselves at their country's expense. Under all these circumstances it is not surprising that several (for Carthagena) wealthy merchants are leaving the country.

Of the public works mentioned in my General Report of 1865 not one has been carried out. It is said that the scheme for cleaning and navigating the Dique (canal between Carthagena and the river Magdalena) has been taken up in New York, and that dredging machines and steamers will positively be here in June. They were promised with equal certainty last June, and on several previous occasions.

In the foregoing Tables:

1 kilogram	.. ..	equal	2 lbs.	avoirdupois English.
1 quintal	.. ..	„	100 „	„ „
1 dollar ..	.. ..	„	4*s.*	
1 dime (10 to 1 dollar) ..		about	5*d.*	
1 cent (10 to 1 dime) ..		„	½*d.*	

Carthagena, May 2, 1868.

SANTA MARTHA.

Report by Mr. Vice-Consul Stacey on the Trade and Commerce of Santa Martha for the Year 1867.

THE financial year of the republic, which dates from the 1st of September of one year to the 31st of August of the following, has been adopted in drawing up this Report.

Although the number of vessels and the aggregate tonnage thereof show a large increase on previous years, the revolution which agitated the country during a great portion of the past year had a baneful effect on the general commercial operations of this port, as will be made apparent by the subjoined statements relating to imports and exports.

The amount of shipping, with the value of imports and exports, for the past year, 1866-67, was as follows :—

Nationality.	Vessels.	Tonnage.	Value.	
			Imports.	Exports.
			£	£
British..	50	43,817	539,272	100,554
French..	18	24,393	127,155	21,737
Spanish.	8	3,200	1,162	8,329
Dutch	22	1,445	6,427	8,622
German.	12	2,169	27,279	
Prussian	3	358	3,030	23,615
Danish..	1	189	828	
American, U.S. ..	1	150	1,981	1,620
Dominican	1	52	..	..
Total	116	75,773	707,134	164,477

The treasure shipments for the year, which amounted to 218,236*l.* are not included in the above, and were as follows :—

	£
To Great Britain	183,683
France	30,481
West Indies	4,072

The certified invoice value of British merchandize imported has been 510,196*l.*, and the total from other places 196,938*l.*, making in all 707,134*l.* for the year.

The value and destination of the exports made during the last year were as follows :—

	£
To Great Britain	46 428
Germany	61,245
France..	21,737
America, U.S...	13,845
St. Thomas	12,893
Havana	8,329

Of the 50 British ships which entered, 34 were steamers, viz.:—11 Royal Mail Packets with correspondence and cargo; 22 other steamers with general merchandize, and one in search of homeward cargo. 12 sailing vessels from New York, 1 from St. Thomas, and 1 from Spain with assorted cargoes of provisions, &c., and 1 in ballast.

The following statement shows the comparative number of British and foreign ships which have entered the port during the last three years, with their tonnage and crews and the totals of imports and exports by each for the like period.

Nationality.		Vessels.	Tonnage.	Crews.	Value.	
					Imports.	Exports.
					£	£
1864–65	British ..	47	41,127	2,596	957,555	69,250
	Foreign ..	45	7,089	420	175,800	130,865
	Total ..	92	48,216	3,016	1,133,355	200,115
1865–66	British ..	46	42 945	2,539	824,512	107,748
	Foreign ..	48	17,873	1,662	190,387	88,813
	Total ..	94	60,818	4,201	1,014,899	196,561
1866–67	British ..	50	43,817	2,261	539,272	100,554
	Foreign ..	56	31,956	2,321	167,862	63,923
	Total ..	106	75,771	4,582	707,134	164,477

The increase noticeable in foreign tonnage is due, mainly, to one of the French line of mail packets (Compagnie Générale Transatlantique) calling at this port monthly, *en route* from St. Nazaire to Colon, and which line commenced running in August 1865.

One also of a line of Spanish commercial steamers, plying between the Havana and Colon, has called at this port monthly—four occasions excepted, when prevented by accidents—since May 1866.

The great falling off in the shipments at Liverpool for this port, in the beginning of last year, induced the West India and Pacific Steam Ship Company to take off one of their monthly steamers, and from that time up to February last only one per month was dispatched at that port for Santa Martha.

The total amount of merchandize introduced, compared with the total tonnage which enters the port, will be found to be very small, and was, for the last year 4,581 tons of merchandize, against 75,773 tons of shipping. To account for this it must be observed that the Royal Mail Packets which visit this port, and register on an average about 1,120 tons, seldom bring more than a few packages of merchandize, whilst the French mail steamers, which averaged for the year 1,862 tons, have not brought over 30 tons of cargo each. The only vessels by which cargoes of importance are introduced are the Liverpool steamers, and these, moreover, are steamers of large burthen, and when dispatched from Liverpool are laden with merchandize for several ports, and take this on their road to Colon.

The coasting trade between this port and the other Atlantic ports of the Republic is extremely limited, and carried on almost entirely in

small schooners under the Dutch flag, and whose chief commerce is between this port and Rio Hacha.

The Customs law of July 1866, which restricted the coasting trade to vessels carrying the national flag, was abrogated by an Executive Decree of the 5th of July last. The object of the law, viz., that of fomenting a commercial navy having been found impracticable, some five or six Dutch vessels, which took the Colombian flag on the promulgation of the above-mentioned law in order to continue the traffic in which they had been previously engaged, have resumed their original colours.

The subjoined statement exhibits the quantities and value of the articles which have formed the exports of this port for the three past years.

Articles.	1864–65.		1865–66.		1866–67.	
	Weights.	Value.	Weights.	Value.	Weights.	Value.
	lbs.	£	lbs.	£	lbs.	£
Tobacco	1,897,833	99,735	1,366,758	86,953	1,597,741	73,254
Quina	951,882	41,822	658,288	33,544	744,967	26,970
Cotton	279,426	15,330	735,616	34,175	795,724	24,866
Coffee	469,631	12,640	348,077	9,721	352,417	8,745
Hides	259,942	4,085	310,682	5,120	231,664	3,725
Straw Hats ..	..	13,765	..	15,622	..	14,468
Sundries	..	12,738	..	11,425	..	12,449
Total ..	..	200,115	..	196,560	..	164,477

There is consequently a falling off in the value of exports of 32,083*l.* as compared with the year ended August the 31st 1866, and of 35,638*l.* as compared with the previous year.

It is beyond doubt that, but for the reasons assigned at the commencement of this Report, viz., the revolutionary movement, which interfered with the regular course of business for several months, the exports of the past year would have equalled, if not far exceeded in extent and value the exports of the preceding years; and that a large share of the produce which should have swelled the figures in the above Table will enter into the list of exports of the current year. And it is satisfactory to be able to report that the trade of this port, as well in imports as exports, promises most fairly, thus far, to make up in the current year for the deficiences of the past one.

Santa Martha, April 30, 1868.

HANSE TOWNS.

HAMBURGH.

Report by Mr. Consul-General Ward on the Trade of Hamburgh for the Year 1867.

The commercial transactions of the past year have been generally characterized by great caution, and in many cases by a feeling of mistrust. In the spring there was imminent danger of a war between Germany and France on account of the Luxemburg question; and, although that alarm was happily tranquillized, there remained in Germany a vague apprehension of hostile designs on the part of France, which has been kept alive by a knowledge of the political discontent and restlessness prevailing in the latter country.

In the United States of America the financial and mercantile fluctuations have continued, and business has been throughout the year in a transition state. The re-establishment of the gold currency has not yet been effected, the industry of the Southern States of the Union has been greatly disorganized, and the heavy fall in the prices of cotton wool has entailed ruin upon many speculators both in America and in Europe. The effects of the financial crisis of 1866 in England were felt on the German exchanges throughout the succeeding year, the more so as the monetary condition of France during the latter half of 1867 was so little satisfactory. To these causes of uneasiness is to be added the bad harvest of last year, which was below the average in Germany as well as in a large portion of the rest of Europe. The high price of bread and of the other necessaries of life has pressed hardly upon the working classes, and greatly limited their consumption. Indeed, towards the close of the year the distress in the eastern provinces of Prussia was known to be so severe and widely spread that the Government was obliged to come to the relief of a starving population, and likewise to appeal to the aid of private benevolence.

Hamburgh and its neighbourhood have not indeed been afflicted by famine, but the prices of necessaries have been gradually rising, and the prospect of increased taxation is not a favourable one either for the wages of labour or the profits of trade. It will therefore be easily understood that for some time past the commerce of this port has had difficulties to contend with, which counterbalance to a certain extent its natural advantages; and that while money has been plentiful, and the rates of discount particularly low, the leading mercantile houses have been more disposed to take care of what they possess than to embark in new enterprises, or to venture into speculations of profit which might be crushed by a sudden outbreak in France, or an interruption from any other cause of the friendly relations subsisting among the European powers.

For Germany a great political change has been realized by the establishment of the North German Confederation, which the Hanse Towns acceded to rather from necessity than from any wish of their own to surrender their independence. But that the new political organization of Northern Germany can have any injurious effect upon the foreign trade of Hamburgh, or upon its commercial relations with Great Britain and other foreign countries, there is not the slightest

ground for supposing. During the past year the profits of trade may have been limited by the untoward circumstances already alluded to. The course of trade itself, however, has not been materially changed, and neither in the shipping nor in the imports has there been any such falling off as would warrant the assumption that the commerce of the Elbe has begun to decline, or that Hamburgh is likely to lose that pre-eminence which its admirable natural position, and the intelligence and industry of its citizens have so long secured to it among the mercantile marts of Europe.

Passing to the details, which will be found classified under their proper heads, they are recommended to attention as founded chiefly upon the last official statistical Tables, combined with some reliable information from private sources.

I.—Shipping and Navigation.

Sea-going Ships.—The number of sea-going ships, whether sailing vessels or steamers, which entered the port of Hamburgh from all parts of the world, and sailed from it respectively in the last two years was as follows:—

	Arrivals.			Departures.		
	Ships.	Burthen in Commercial Lasts.	Men.	Ships.	Burthen in Commercial Lasts.	Men.
1866 ..	5,185	590,077	61,194	5,210	592,250	61,198
1867 ..	5,055	636,037	63,858	5,071	637,583	63,862

The countries from which the above-mentioned ships arrived at Hamburgh in the year 1867 are distinguished in the subjoined Table:—

Argentine Republic and Uruguay	5	Netherlands	277
Belgium	68	Norway	94
Brazil	128	Oldenburg and Jahde	50
British North America	5	Russia	28
Bremen and the Weser	458	Sandwich and Navigators' Islands	5
China	9	Schleswig and Holstein	110
Cuba	40	Singapore, British East Indies, and Burmah	22
Denmark	25	Sweden	47
Dutch East Indies	4	Spain, Portugal, Gibralta, and Malta	69
East Coast of Africa	3	St. Thomas, Porto Rico, and St. Croix	16
East Coast of Mexico	23	Trieste	8
East Friesland	77	Turkey, Moldavia, Wallachia, and Egypt	7
France	177	United States of America	105
Great Britain and Ireland	1,204	Venezuela	72
Ditto Colliers	1,074	West Coast of Africa and Azores	7
Hayti and St. Domingo	67	West Coast of America and South Seas	46
Heligoland and Lower Elbe	569		
Italy	75	Total	5,055
Ionian Islands and Greece	14		
Jamaica, Curacoa and Trinidad	10		
Lubeck and Baltic Ports	53		
Mecklenburg	3		
New Granada	1		

Distributing the same ships according to their nationality, the following result appears:—

American (North)	4	Netherlands	308
Austrian	2	Norwegian	124
Belgian	3	Oldenburg	97
Bremen	118	Prussian (including Hanoverian, Schleswig and Holstein)	1,204
British	2,006	Swedish	67
Danish	73	Spanish	22
French	123	Sandwich Islands	2
Hamburgh	847	Venezuelan	2
Italian	12		
Lubeck	1		
Mecklenburg	9	Total	5,055

Steamers.—The number of steamers comprised in that of the sea-going ships which arrived in 1867 was 2,007, reckoning each steamer as a separate ship for each voyage, and of those steamers 1,452 came from British ports. The actual number of steamers which entered the port of Hamburgh, without counting the particular voyages, amounted to 218.

British Ships.—The proportion of the trade of Hamburgh, carried on under the British flag in the last two years, was as follows:—

British Ships Arrived.

	Number.	Burthen in Commercial Lasts.	Men.
1866	1,955	327,381	31,627
1867	2,006	349,911	32,161

From what Countries.

	Great Britain.	Of which Colliers.	Foreign Ports.	Total.
1866	1,748	714	207	1,955
1867	1,766	773	240	2,006

Hamburgh Ships.—The number of sea-going ships belonging to the port of Hamburgh at the close of the last year was 487, and their total burthen 81,403 commercial lasts, including 30 steamers of the burthen of 10,314 commercial lasts, and with 6,055 horse-power. The number of ships registered at the neighbouring port of Altona was, at the close of the same year, 50, of the total burthen of 6,548 Holstein lasts of 5,200 lbs., equal to 5,675 commercial lasts.

Total Sea-going Ships.—In order to obtain a complete view of the trade of the Elbe by sea, it is necessary to add to the number of sea-going ships arrived at Hamburgh those which entered the port of Altona and Harburg. The total of ships entering from the sea in the year 1867 will then stand thus:—

	Number.	Burthen in Commercial Lasts.
At Hamburgh	5,055	636,037
At Altona (56,052 lasts of 4,000 lbs.) ..	1,036	37,368
At Harburg (32,424 lasts of 4,000 lbs.)	678	21,616
Total of the three Ports	6,769	695,021

Upper Elbe.—The traffic on the Elbe above Hamburgh by river navigation may be estimated by the following statement of the vessels and cargoes which arrived at Hamburgh and Altona from places on the Upper Elbe in the course of the last two years.

River Boats.

	Number.	Of which Timberfloats.	Weight of Cargoes in Centners.
1866	5,575	181	7,124,868
1867	4,867	147	6,648,078

Marine Assurance.—The value of the property assured at Hamburgh against sea risks in 1866, the last year for which any returns are accessible, was :—

	Marks Banco.
By Assurance Companies	543,898,900
„ Private Insurers and Agents ..	124,659,400
Total	668,558,300

The amount of the premiums paid to the said companies (twenty-one in number) upon the property insured by them was 7,086,010 marks banco, being at the average rate of 1·30 per cent. The amount of stamp duties collected on policies of marine assurance in the year 1867 was 287,095 marks courant, being 23,706 marks more than in the preceding year.

The rates of premium for assurance against sea risk only from Hamburgh to the leading foreign ports in 1867 averaged as follows :—

Hull	1	per Cent.	New Orleans	3	per Cent.
London	1¼	„	Havannah	2½	„
Bristol, or Liverpool ..	2½	„	Brazil	2	„
Havre	1½	„	Cape of Good Hope ..	1¾	„
Bordeaux	2½	„	Bengal	2½	„
Cadiz	2½	„	China	3½	„
Trieste	3	„	California	3	„
Vera Cruz	3	„	Australia	2½	„
North America	3	„			

with additional charges in some cases for homeward voyages, and for shipments of liquids, salt, or grain.

Emigration.—The number of emigrants despatched from Hamburgh to transatlantic countries in 1867 was very large. It comprised 42,889 persons, of whom 38,214 were forwarded by direct ships, and the rest indirectly by way of Hull and Liverpool. The emigrants came from the northern and central parts of Germany, and their destination was principally the United States of America. The number of persons

conveyed by the steamers of the Hamburgh-American Steam Packet Company was 25,071.

Steamers to America.—This company has continued to pursue its business successfully, although the dividend paid for 1867, viz., 16 per cent., was not quite equal to that of the previous year, The company has now eight first-class steamers running regularly between Hamburgh and New York, and touching at Southampton. These steamers now convey the German and English mails respectively to the United States, under contracts with the North German Federal and the British Governments ; and they carry steerage and cabin passengers, as well as goods, from Hamburgh, but from Southampton they take cabin passengers only. Two new steamers, now building for the company by Messrs. Caird & Co., at Greenock, are expected to be ready in the course of the summer, and the regular communication with New Orleans, which has been suspended for some months, is to be resumed in October next. The steamers from New Orleans are to touch at the Havannah on their homeward voyages to Hamburgh.

Classification of Ships.—For some years past a desire has prevailed among German shipowners to liberate themselves from the necessity of making use of the Bureau Veritas at Paris for the purpose of surveying and classifying merchant ships. This object is now hoped to be attained by the establishment of a society in Hamburgh under the name of the Germanic Lloyds, whose object is to classify by proper surveys and to register the merchant vessels of Germany, as well as of other nations. The society will be aided by district associations, formed at Bremen and other ports on the North Sea and the Baltic. It professes to adopt new principles of building and admeasurement, with a view to a reformed system of classification conformable to the true interests both of shipowners and of underwriters, but its eventual success remains to be proved.

Marine Observatory.—In connection with the new system of Federal shipping, introduced as above-mentioned on the 1st of April, an institution called the North German Marine Observatory has been formed at Hamburgh, at the instance of the chambers of commerce of that city and of Bremen, for collecting nautical and meteorological information, and diffusing the same for the benefit of shipping in general. The locality of this institution is at present in a part of the Hamburgh Seamen's Hospital.

Tidal Depth.—The highest and lowest tidal depths of water in the port during the years 1866 and 1867, above or below the normal depth of 14¼ feet, are thus indicated in Hamburgh feet and inches :—

	Highest Flood.		Lowest Ebb.	
	Feet.	Inches.	Feet.	Inches.
1866 ..	+ 14	0	− 3	2
1867 ..	+ 14	6	− 1	11

The average tidal depths in the same years were—

	Flood.		Ebb.	
	Feet.	Inches.	Feet.	Inches.
1866 ..	+ 7	8	− 1	0
1867 ..	+ 8	5	− 2	1

During the winter of 1866–67, the navigation of the Elbe was not closed at all on account of ice. In the winter of 1867–68 the ice obstructed the navigation for a few days only. The last severe winter was that of 1864–65, when the port was closed for twenty-nine days.

Tonnage Dues.—The river tolls on the Upper Elbe have not yet been abolished, although there is every reason to hope that the influence of Prussia in the North-German Confederation will soon effect a modification of the Convention of the 4th of April, 1863, and set the navigation of the river entirely free. The Stade duties having ceased, there would then only remain at Hamburgh the local tonnage duties on ships using the port. These are not heavy, being at the rate of 8 schillings courant per commercial last (2⅔*d.* per ton English) on laden ships, and the half only on vessels arriving in ballast, whilst those returning in ballast, as well as colliers, &c., are entirely free. The fee on admeasuring ships for tonnage duties on their first arrival is 2½ marks courant (3*s.* sterling), but that charge is not repeated on their subsequent voyages.

CUXHAVEN.

From Cuxhaven our Vice-Consul reports the arrival and discharge of 21 colliers, of which four were British vessels, in the course of the year. All the other ships which visited that port came there for shelter or for repairs. Four British ships were totally lost during the year in or near the mouth of the Elbe; but their crews were fortunately saved. The Kugel beacon, about a mile below the harbour, where a Quesnel light of the fourth class is exhibited on shore, has been renewed, and a new stone breakwater leading out to the beacon has been completed. The costs of this breakwater, and of maintaining other necessary quays and works in the district, amounted last year to 283,000 marks courant, or 16,647*l.* sterling. The enlargement and improvement of the harbour of Cuxhaven, for which the Government of Hamburgh granted 500,000 marks courant some time ago, are expected to be accomplished according to the intended plan by the end of the year 1868, when the natural advantages of the situation will be rendered more available to the shipping of all nations than they have hitherto been.

Federal Flag.—The Federal law of the 25th of October, 1867 was passed for the purpose of determining the nationality of German ships. It prescribes for those belonging to the States of the North German Confederation, a Federal flag, viz., black, white, and red, horizontally, to be used from the 1st of April, 1868, which flag has been notified to and recognized by the leading European Powers. Since that date there have been, in a legal sense, no longer any Prussian, or Hanseatic, or other national ships than German carrying the Federal flag. The only exception made is in favour of Mecklenburg-Schwerin, which Grand Duchy, on account of peculiar local circumstances, has been allowed to retain its own ships until the 1st of April, 1869. The new flag has been extended to pilot vessels, and all German merchant ships have been ordered to salute their own ships of war from time to time by hoisting the same.

II.—Trade and Commerce.

Trade, one of transit.—The foreign trade of Hamburgh is well known to be essentially one of transit, consisting of such articles as are

brought hither from the interior for shipment to foreign ports, and of the goods imported here from all parts of the world for the consumption of Germany and the countries lying beyond it. Of the exports neither the quantity or value can be any longer ascertained, inasmuch as no official account of them has been kept since the year 1856, when the former export duty was abolished. But as the statistical returns of the imports comprise the goods brought hither by land or water carriage from inland parts, as well as those imported by sea, we have before us a good approximative estimate of the extent of the entire trade of the port, bearing in mind that the whole is one of passage, with the exception of such goods as are retained for the consumption of the inhabitants of the Hamburgh territory.

The following are summaries of the Imports in the last two years.

Year 1866.

Imports.	Weight.	Value.	Duties.
	Centners.	Marks Banco.	Marks Banco.
By Sea	22,984,005	387,871,600	245,527
By Land or River ..	24,285,927	391,216,410	185,589
Total	47,269,932	779,088,010	431,116

Year 1867.

Imports.	Weight.	Value.	Duties.
	Centners.	Marks Banco.	Marks Banco.
By Sea	26,143,573	446,020,380	274,793
By Land or River ..	24,494,314	373,295,680	186,330
Total	50,637,887	819,316,060	461,123

In the two subjoined Tables the goods are arranged according to the parts of the world from which they were imported.

I.—Weight of Imports in Centners of 100 lbs., exclusive of Coin and Bullion.

	By Sea.			Total. by Sea.	By Land and River.					Total Weight of Imports by Sea, land, and River.
					From Northern Europe.		From the Interior.			
	From Transatlantic Countries.	From Ports of Europe and the Levant.	From and through Altona.		By Altona-Kiel Railway.	From and through Lubeck.	By Railway inclusive of Harburg.	By Waggon.	By River.	
1866	2,989,515	17,468,860	2,524,075	22,982,450	460,495	1,403,039	4,587,965	1,976,081	15,848,820	47,258,850
1867	3,480,271	19,539,702	3,120,082	26,140,055	556,244	1,707,447	5,048,740	1,415,579	15,756,960	50,625,025

II.—Value of Imports in Marks Banco, exclusive of Coin and Bullion.

	By Sea.			Total by Sea.	By Land and River.					Total Value of Imports by Sea, Land, and River.
					From Northern Europe.		From the Interior.			
	From Transatlantic Countries.	From Ports of Europe and the Levant.	From and through Altona.		By Altona-Kiel Railway.	From and through Lubeck.	By Railway inclusive of Harburg.	By Waggon.	By River.	
1866	60,384,280	262,266,030	45,518,150	368,168,460	12,100,860	12,930,190	215,473,730	14,705,980	49,794,410	673,173,630
1857	72,367,530	302,891,980	49,248,910	424,508,420	13,926,790	13,996,010	198,709,720	13,354,780	61,542,920	726,038,640

The following Table gives the imports of the last two years classified according to the general description of the goods imported.

Description of Goods.	1866.		1867.	
	Weight.	Value.	Weight.	Value.
	Centners.	Marks Banco.	Centners.	Marks Banco.
Articles of Consumption (Coffee, Sugar, &c.	12,115,017	171,959,680	13,642,836	204,060,850
Building and Burning Materials (Wood, Coals, &c.).	24,693,190	16,749,700	25,692,937	18,750,060
Raw Materials, and partly manufactured articles ..	8,442,072	267,943,480	9,092,188	276,342,170
Manufactures of Wool, Cotton, Silk, &c.	502,437	144,464,600	563,956	151,967,540
Artistic and Industrial productions (Books, Pictures, Porcelain, &c. ..	1,505,633	72,056,170	1,633,108	74,918,020
Coin and Bullion	11,583	105,914,380	12,862	93,277,420
Total	47,269,932	779,088,010	50,637,887	819,316,060

Corn Trade.—The extent of the corn and flour trade of Hamburgh, during the last two years, will be seen in the following statements of the quantities imported, and of the market prices thereof. The time when large quantities of corn were kept in warehouse here ready for shipment at short notice has passed away in consequence of the abolition of the English protective system, and the supplies are now forwarded hither from the interior, as occasion may require, chiefly by the Elbe and the Berlin Railway, and are shipped at once for British or other foreign ports.

Supply of 1866.

Articles.	Quantity.	Value.	Average Value.
	Lasts.	Mks. Banco.	Per Last.
Wheat	30,025	10,782,700	152 Hamburgh Dollars of 3 Mks. curr.
Rye	11,941	3,062,410	108⅔ „ „
Barley	13,744	3,808,320	117⅓ „ „
Oats	9,653	1,769,500	77⅔ „ „
Buckwheat ..	1,071	247,980	98 „ „
	Centners.		Per Centner.
Maize	20,534	135,120	6 Mks. 10 Sch. Banco.
	Lasts.		Per Last.
Vetches ..	695	247,070	150⅔ Hamburgh Dollars.
Beans, broad ..	737	235,370	135 „
	Centners.		Per Centner.
Ditto, white ..	24,012	207,590	11 Marks curr.
	Lasts.		Per Last.
Pease	866	279,920	136⅔ Hamburg Dollars.
	Centners.		Per Centner.
Lentils	16,835	185,460	14 Mks. curr.
Lupines ..	1,855	12,630	8 Mks. 10 Sch.
			Per 177 lbs.
Wheat-flour ..	337,544	3,296,800	17 Mks. 5 Sch. Banco.
Rye ditto ..	28,547	205,730	12 „ 15 „
Grits, &c. ..	2,294	29,180	
			Per Centner.
Potato-flour ..	13,504	130,200	9 Mks. 10 Sch. Banco.
Total ..	..	24,635,980	

SUPPLY of 1867.

Articles.	Quantity.	Value.	Average Value.
	Lasts.	Mks. Banco.	Per Last.
Wheat	43,819	22,020,830	212⅔ Hamburgh Dollars of 3 Mks. curr.
Rye	11,499	4,074,230	150 „ „
Barley	18,986	5,543,700	123⅔ „ „
Oats	12,635	2,519,830	84 „ „
Buckwheat ..	1,624	398,970	104 „ „
	Centners.		Per Centner.
Maize	8,362	59,860	7 Mks. 3 Sch Banco.
	Lasts.		Per Last.
Vetches . ..	1,487	451,690	128⅔ Hamburgh Dollars.
Beans, broad ..	448	139,180	131⅔ „
	Centners.		Per Centner.
Ditto, white ..	16,074	136,920	10 Mks. 13 Sch. curr.
	Lasts.		Per Last.
Pease	1,124	386,350	145⅓ Hamburgh Dollars.
	Centners.		Per Centner.
Lentils.. ..	16,294	139,450	10 Mks. 14 Sch. curr.
Lupines ..	4,909	19,140	4 „ 15 „
			Per 177 lbs.
Wheat-flour ..	490,085	5,715,080	20 Mks. 10 Sch. Banco.
Rye ditto ..	30,532	267,800	15 „ 8 „
Grits, &c. ..	3,138	51,050	
			Per Centner.
Potato-flour ..	15,169	186,200	12 Mks. 4 Sch. Banco.
Total ..	..	42,110,280	

British Trade.—The British trade with Hamburgh has for many years past been carried on upon a far larger scale than that of any other country with the same port. It has already been seen that the tonnage of the ships entering the Elbe under the British flag exceeds one half of the entire tonnage of ships arriving annually; and it appears that the imports from Great Britain into Hamburgh amount in quantity to nearly two-thirds of the whole of the goods imported by sea from Europe and transatlantic countries. During the last two years the total weight and value of the imports into Hamburgh from British ports stood as follows:—

	Weight.	Value.
	Centners.	Mks. Banco.
1866 ..	14,399,253	222,925,900
1867 ..	16,195,987	258,887,500

Of these imports the leading articles are stated in the official Tables to have been as undermentioned:—

Imports into Hamburgh from Great Britain and Ireland.

Articles.	1866.		1867.	
	Quantity.	Value.	Quantity.	Value.
	Centners.	Mks. Banco.	Centners.	Mks. Banco.
Cotton Wool	661,422	56,422,680	590,837	38,849,180
Sheep's and Shoddy wool ..	32,270	2,659,570	84,989	7,110,530
Cotton Yarn and Twist ..	148,721	22,722,740	232,789	30,346,950
Woollen Yarn	87,538	21,884,250	123,170	26,950,650
Linen Yarn and Thread ..	58,870	7,287,950	76,181	8,764,240
Cotton Manufactures ..	..	16,624,890	..	22,031,350
Woollen ditto	..	15,544,430	..	20,025,310
Linen ditto	..	5,106,630	..	6,138,670
Silk ditto	..	1,662,170	..	2,425,120
Various manufactured Stuffs.	..	4,956,060	..	9,054,210
Silk (raw)	729	1,337,130	1,325	2,120,130
Pig Iron	611,047	1,448,980	855,937	1,471,680
Wrought-Iron and Steel ..	203,132	1,567,330	212,410	1,506,950
Rails and coarse Iron Manufactures	115,507	898,110	133,682	902,800
Fine Iron Manufactures ..	..	1,257,470	..	1,227,270
Machinery	..	2,901,010	..	3,539,920
Hides and Skins	..	6,335,610	..	10,363,530
Coffee	64,346	2,753,470	92,118	3,613,830
Tea	18,220	1,691,420	20,110	2,366,190
	Lasts.			
Coals and Cinders	263,844	5,792,320	287,432	6,212,670
	Centners.			
Indigo	4,205	2,156,120	6,534	3,222,400
Linseed Oil	48,432	1,276,240	47,851	1,225,120
	Heads.			
Horses	954	1,526,400	773	927,600
Coin and Bullion	..	11,978,540	..	17,661,940
Other Articles	..	25,033,380	..	30,829,260
Total	14,399,253	222,925,900	16,195,987	258,887,500

The official Tables do not distinguish the weights of the manufactured stuffs respectively, or of some other articles, but they give the entire weight in centners of the British imports as above stated.

Goods in Transit.—The rate of Customs duty upon foreign goods imported into Hamburgh (with the exception of certain duty free articles) continues at ¼ per cent. currency on banco *ad valorem;* but a modification of the former regulations touching the declaration of goods *in transitu* has lately been made, according to which not only Hamburgh citizens but foreigners are enabled to declare goods *in transitu* upon payment of a fee of 25 marks courant on the transaction, and depositing or giving security to the Government for 1,000 marks banco. This alteration is in accordance with the principle of the law passed a few years ago abolishing the old restrictions upon the exercise of trades and professions, and permitting any person, whether a foreigner or a citizen, to carry on business within the Hamburgh territory, free from any other obligation than the necessity of conforming himself to the existing laws.

Market Prices.—The following are the market prices of some of the leading articles of trade at Hamburgh as they stood at the close of the year 1867. The prices of manufactured stuffs and yarns are not officially quoted here, being so variable, according to description and

quality, that quotations of them, without patterns, could hardly be useful as a guide to exporters from foreign countries.

Articles.	Prices.				
Beef, smoked, Hamburgh ..	per lb. ..	8½	to	9	Sch. Curr.
Brandy, cognac	per 3*s.* 6*d.* casks ..	60		125	Dollars.*
Butter, Holstein stubble ..	per lb. ..	13		14½	Sch. Curr.
Cotton-wool, viz. :—					
Georgia and other N. American States, low middling	,, ..	7¼		7½	Sch. Banco.
Ditto middling	,, ..	7¾		8⅛	,,
Cacao, Caraccas	,, ..	5½		5⅝	,,
,, Domingo	,, ..	7½		9	,,
Coffee, Rio ordinary	,, ..	4¼		4⅝	,,
,, Java	,, ..	8		10½	,,
,, Mocha	,, ..	12		14	,,
Cigars, real Havannah, ordinary	per 1,000 ..	80		150	Mks. Curr.
,, superior	,, ..	150		300	,,
Copper, Norwegian	per 100 lbs. ..		53½		Mks. Banco.
,, English manufactured .	,, ..		58¾		,,
Cement, Roman	per 360 lbs. ..		8		Mks. Curr.
,, Portland	per 387 lbs. ..		9		,,
Corn on the spot, viz. :—					
Wheat, Silesia yellow ..	per last of 5,400 lbs. ..	123	to	128	Dollars.*
,, Anhalt, red	,, ..	124		129	,,
,, Lower Elbe	,, ..	124		128	,,
Rye, Prussian Baltic	per last of 5,100 lbs. ..	118		123	,,
,, Mecklenburgh	,, ..	118		126	,,
Barley, Anhalt	per last of 4,800 lbs. ..	105		113	,,
,, Holstein	,, ..	105		112	,,
Oats, Mecklenburg	per last of 3,600 lbs. ..	86		90	,,
,, Lower Elbe	,, ..	84		85	,,
Peas, Prussian Baltic, yellow.	per last of 5,600 lbs. ..	165		175	,,
Beans ,,	per last of 5,520 lbs. ..	136		147	,,
Coals (to be received on board):					
Newcastle, steam	per last ..		32		Mks. Curr.
Sunderland, nut	,, ..		27		,,
Welsh	,, ..		41		,,
Cannel	,, ..		41		,,
Coke	,, ..		28		,,
Dye-wood, Domingo	per 100 lbs. ..	3⅛	to	3¼	Mks. Banco.
Dye-woods, Extracts of, viz. :—					
Logwood	per lb. ..	3¾		3⅞	Sch. Banco.
Yellow wood	,, ..	10		10¼	,,
Flour, Wheat, for Exportation :					
First quality	per 177 lbs. ..	27½		27¾	Mks. Banco.
Second ditto	,, ..	26¾		27	,,
Gin, Hamburgh	per 30 quarts ..		19		Dollars.*
Guano, Peruvian	per 2,000 lbs. ..	160	to	174	Mks. Banco.
,, Baker's Island	,, ..	100		115	,,
Hams, smoked, Hamburgh ..	per lb. ..	10		11	Sch. Curr.
Hemp, Manilla	per 100 lbs. ..	40		45	Mks. Banco.
,, St. Petersburg, clean ..	,, ..		37		Mks. Curr.
Hides, Rio Grande, salt ..	per hide ..	6½	to	7½	Mks. Banco.
,, Rio Janeiro ,, ..	per lb. ..	4¾		5¼	Sch. Banco.
,, East Indies, kips ..	,, ..	5¾		9	,,
Herrings, Dutch, 1867, full ..	per tun ..		34½		Mks. Banco.
,, Scotch, ditto ..	,, ..	20	to	44	,,
Iron, English pig, No. 1 ..	per 100 lbs. ..		2⅛		,,
,, Scotch, ditto	,, ..		2⅛		,,
,, English bar, ordinary ..	,, ..		5¼		,,
,, Stafford, ditto	,, ..		6½		,,

* Dollars of 3 Marks Currency.

Articles.	Prices.				
Iron, Swedish, ditto	per 100 lbs. ..		8		Mks. Banco.
„ Plate	„ ..	7⅝	to	9⅝	„
Lead, English, soft, in trays ..	„ ..		14½		„
„ „ rolls ..	„ ..		15		„
Lard, Hamburgh	per lb. ..	8½	to	9	Sch. Curr.
Leather, sole, Dutch	„ ..	12		15	Sch. Banco.
„ German	„ ..	13		16	„
Molasses, Hamburgh	per 100 lbs. ..	8¾		9¼	Mks. Banco.
„ English	„ ..	14¼		14½	„
Pitch, Archangel	per 300 lbs. ..		13		„
„ Swedish	per tun ..		14		„
Petroleum, refined	per 100 lbs. ..	13	to	13½	„
Rum, Jamaica	per 30 quarts ..	100		150	Dollars.*
Rags, S. F. F. F.	per 102 lbs. ..		19¼		Mks. Curr.
„ S. F. X.	„ ..		15		„
„ Cloth	„ ..	10½	to	19	„
Rosin, American	per 100 lbs. ..	4½		7⅓	Mks. Banco.
„ French	„ ..	5¼		7	„
Rice, Java	„ ..	9		15½	„
„ Rangoon	„ ..	8¼		8¾	„
„ „ cleaned	„ ..	11½		14	„
Ship Biscuits	„ ..	20		24¼	Mks. Curr.
Spirits, raw (at 80 per ct. tralles)	per 30 quarts ..	29½		29¾	Dollars.*
„ potato, rectified (at 80 to 90 per cent. tralles)	„ ..	35		37	„
Saltpetre, East India	per 100 lbs. ..	15		16	Mks. Banco.
Soda, calcined	„ ..	8¾		9¼	„
Sugar, raw Bahia, white ..	„ ..	20		20½	„
„ „ Havannah, white ..	„ ..	24¼		24¾	„
„ Steam-refined	per lb. ..	3⅝		4⅛	Sch. Banco.
Tea, Congo, ordinary	„ ..	10½		12½	„
„ Souchong, ordinary ..	„ ..	15		24	„
„ Young Hyson, ordinary ..	„ ..	12½		14	„
„ „ imperial ..	„ ..	30		40	„
Tin, Banca	„ ..	10½		10¾	„
„ English, in blocks	„ ..		10		„
„ „ bars	„ ..		11⅛		„
Tobacco, Havannah, wrappers ..	„ ..	36	to	128	„
„ Maryland and Ohio ..	„ ..	3		10	„
„ Hungarian	„ ..	2¾		9	„
Wool, Mecklenburgh	„ ..	21		22	„
„ Prussian and Silesian ..	„ ..	23		25	„
„ Austrian	„ ..	15		17	„
„ Lambs'	„ ..	22		30	„
Zinc, Silesian (on the spot) ..	per 100 lbs. ..		13¾		Mks. Banco.

* Dollars of 3 Marks Currency.

Cattle Market.—The cattle market of Hamburgh has for some years past been gradually increasing in importance, owing to the convenience of its situation, and the facilities of exportation to foreign countries. The number and estimated value of the cattle, sheep, &c., brought to Hamburgh in the last two years from Holstein, Mecklenburg, Hanover, and the interior of Germany, principally by railway, was as undermentioned :—

	1866.		1867.	
	Number.	Value.	Number.	Value.
		Mk. banco.		Mk. banco.
Oxen and cows	81,059	13,230,000	63,699	10,469,500
Calves	36,653	1,531,000	34,325	1,375,500
Pigs	234,513	8,467,000	225,962	7,336,500
Sheep and lambs	299,109	4,470,000	209,603	3,007,500
Total	651,334	27,698,000	533,589	22,189,000

The average prices of the cattle sold in the central and other markets of Hamburgh during the last two years are thus given in marks courant per 100 lbs. net weight:—

	Oxen.	Calves.	Pigs.
	Mk. sch.	Mk. sch.	Mk. sch.
1866.. ..	38 10	41 4	38 3
1867.. ..	37 14	40 1	36 14

There are unfortunately no means of ascertaining the exact number of cattle and sheep exported from hence to Great Britain or other foreign countries, but there is reason to believe that it has not declined. Through the whole of last year the cattle in these parts were in a healthy state, and nothing was heard of the rinderpest, or any other disease among them.

Customs Duties.—The amount of Customs duties levied on goods imported at Hamburgh was, in 1866, 540,836 marks courant, or 2½ per mille *ad valorem*, and in 1867 it was 573,175 marks courant, or 2½ per mille. The amount of tonnage duties levied on shipping was, in 1866, 199,854 marks courant, or 33 marks 14 schillinge courant per 100 lasts burthen, and in 1867 it was 217,017 marks courant, or 34 marks 2 schillinge courant per 100 lasts burthen.

Land Transit Duties.—The cessation of the land transit duties formerly levied by Lübeck and Hamburgh at Bergedorf, and by the Government of Lauenburg within that Duchy is understood to be preparatory to the entire abolition of the land transit duties charged on goods passing by railway between Hamburgh and Berlin. The opposition of Mecklenburg-Schwerin must, at all events, cease with the inclusion of that State within the Zollverein frontier.

Railway Traffic.—The traffic of Hamburgh with the interior of Germany by the the Hamburgh-Berlin Railway in the last two years stood as follows:—

	Arrived.		Departed.	
	Goods.	Cattle.	Goods.	Cattle.
	Centners.	Heads.	Centners.	Heads.
1866.. ..	2,789,590	400,141	3,127,791	1,069
1867.. ..	3,385,410	373,501	3,658,728	5,149

The rate of dividend paid to the shareholders of this railway was, for 1866, letter A, 9 per cent., and letter B, 8 per cent. per annum; for 1867, letter A, 9½ per cent., and letter B, 8½ per cent. per annum. The original shares stood in the market at the close of last year, at the price of 157 per cent.

The other great line of railway, now terminating by a branch at Hamburgh, is the Altona-Kiel, which is in connection with the Schleswig and Danish lines, and on which were conveyed in the last two years as follows :—

	Passengers.	Goods.	Cattle.
	Heads.	Centners.	Heads.
1866.. ..	1,133,537	5,891,740	289,234
1867.. ..	1,731,083	7,446,188	432,387

This Company paid a dividend in 1866 of 9 per cent., and in 1867 of 5 per cent. per original share. The market price of such shares at the end of the last year was 127 per cent.

Bills of Exchange.—The amount of the bill-broking and discount business transacted at Hamburgh in 1866 and 1867 was equal to the average of the preceding five years. The Government publishes a monthly account of all the bill stamps issued, and the rate of stamp duty being 100 marks courant per 128,000 banco, the approximate value of all the bills in circulation is easily ascertained.

	Number of Bills.	Stamp Duties.	Value of Bills.
		Mk. Crt.	Mk. Bco.
1866.. ..	304,589	520,892	666,742,000
1867.. ..	301,096	506,791	648,692,000

Banks.—The State Bank, under the name of the Bank of Hamburgh, is one of the oldest and most solid establishments in Europe. The business of this bank is based upon actual deposits of coin and bullion, and it is obliged to publish a weekly account of such deposits. The weight hitherto used by it has been the Cologne mark of fine silver, equivalent to 27¾ marks banco; but, according to a law recently passed, the metrical pound of silver, equivalent to 59⅓ marks banco, is to be the weight used at the bank, and generally in Hamburgh for gold and silver from and after the 1st of July, 1868. The quarterly assets of the bank during the year 1867 were as follow :—

Value of Silver in Bars deposited, and of Loans upon Silver, Gold, and Copper Coin.

	Marks Banco.
March 31st	24,417,127
June 30th	23,526,274
September 30th	21,908,949
December 31st	17,877,623

The transactions of the Bank amounted in 1866 to 1,716,768,298 marks banco, and in 1867 to 1,807,967,382 marks banco, which was rather above the business of an average year.

The two joint stock banks, viz., the North German and the Union absorb a large share of the banking business of Hamburgh. The North German Bank, with a capital of 20,000,000 marks banco in 500 mark

shares, had dealings in the year 1867 to the extent of 3,122,423,653 marks banco, and realized a profit of 1,661,701 marks banco, out of which it paid a dividend of $7\frac{1}{2}$ per cent. The capital (one-fifth whereof paid up) of the Union Bank is 4,000,000 marks banco in 200 mark shares. Its transactions in 1867 amounted to 2,360,272,530 marks banco, which yielded a profit of 433,979 marks banco, and a dividend of $8\frac{3}{4}$ per cent. These banks continue to keep their accounts in marks banco, unless any of their customers especially desire to have their accounts made out in marks courant, which is the ordinary currency of the place.

Exchange.—The course of exchange at Hamburgh for three months bills on London, on an average of the highest and lowest rates of each month of the year 1867, was as follow, in marks banco per 1*l.* sterling:—

	Average Exchange. Mk. sch.
January	13 $4\frac{3}{4}$
February	13 $5\frac{1}{2}$
March	13 6
April	13 $5\frac{1}{16}$
May	13 $5\frac{7}{8}$
June	13 $6\frac{1}{16}$
July	13 $6\frac{1}{16}$
August	13 $7\frac{5}{16}$
September	13 $7\frac{1}{16}$
October	13 $7\frac{1}{4}$
November	13 $6\frac{15}{16}$
December	13 $6\frac{7}{8}$
Average of the year	13 $6\frac{8}{8}$

For bills on London at short sight the average rate of exchange during the same year was 13 marks $7\frac{7}{16}$ schillinge banco per 1*l.* sterling.

The par of exchange was thus noted:—for three months' bills, 13 marks 6 schillinge banco, and for short bills 13 marks 8 schillinge per 1*l.* sterling. The course between Hamburgh currency and banco on an average of the entire year 1867 was $125\frac{13}{16}$ marks courant = 100 marks banco.

Discount.—The average monthly rates of discount at Hamburgh for first class paper during the year 1867 were the following:—

	Average Discount. Per cent.
January	$2\frac{11}{16}$
February	$2\frac{9}{16}$
March	$1\frac{7}{8}$
April	$2\frac{3}{4}$
May	$2\frac{1}{4}$
June	$1\frac{11}{16}$
July	$1\frac{5}{8}$
August	$1\frac{9}{16}$
September	$1\frac{11}{16}$
October	$2\frac{1}{4}$
November	$2\frac{5}{8}$
December	$2\frac{7}{16}$
Average of the year	$2\frac{1}{8}$

Measures, &c.—The English equivalents of the measures, weights, and moneys quoted throughout this Report will be found in the subjoined Table.

MEASURES.

Hamburgh.		British.
100 feet in length	.. equal	94·021 feet in length
100 „ square	„	88·400 „ square
100 „ cubic	„	83·115 „ cubic
100 ells (of cloth)	„	62·681 yards
100 barrels (fass) of corn	„	18·901 imperial quarters
100 quarterns (viertel) of liquid	„	159·470 imperial gallons
1 commercial last of 6,000 lbs.	„	3 tons burthen
1 old ship last of 4,000 lbs...	„	2 „
1 corn last	„	11½ imperial quarters
1 coal last of 12 tons	„	2 tons avoirdupois

WEIGHTS.

100 new lbs. or 1 centner	.. equal	110·232 avoirdupois
100 marks bank weight	„	62·6554 lbs. troy

MONEYS.

1 mark of fine silver (fixed value) ..	.. equal	27 marks 12 schill. banco
1 mark of fine gold	„	430 marks banco
100 Hamburgh marks banco	„	7*l.* 8*s.* 2*d.* sterling
100 „ „ courant	„	5*l.* 17*s.* 8*d.* „
100 Prussian dollars..	„	14*l.* 14*s.* 2*d.* „

The weight for gold and silver will be the metrical pound from the 1st of July next.

III.—AGRICULTURE.

Soil and Crops.—The harvest of last year was deficient in the Hamburgh territory, as it was likewise in the surrounding districts belonging to Prussia and Mecklenburg. In fact, when the corn came to be threshed out it was found that the yield was even less than had been expected in the autumn, and in some of the most fertile parts of the country the rye (on which the population chiefly subsists) did not return more on an average than the fifth grain of corn. The consequence was that many farmers were left without seed-corn, having entirely exhausted their winter stock.

The corn prices of last year in the Hamburgh market are given under another head of this Report; and the actual prices, especially of rye are so high as to show that great scarcity still prevails in Germany. Much has been done by the Prussian Government and by individuals to relieve the severe distress which has affected the eastern provinces of Prussia; but such efforts cannot cheapen the necessaries of life. And throughout Northern Germany the people have been more in want of bread during the past winter than at any time since the scarcity of 1847.

In the cultivation of the soil comprised within the small Hamburgh territory no material changes have lately been made. Of the so-called Marschland, about two-thirds, and of the Geestland, three-fourths, are under the plough; the rest is used as grass land, and cowkeeping continues a profitable business. The Government of Hamburgh has increased its dominions by purchasing from Lübeck the half, vested in the latter, of the town of Bergedorf and some adjacent villages, formerly held in joint sovereignty by Lübeck and Hamburgh for the sum of 200,000 Prussian dollars (30,000*l.*) The Bergedorf district consists principally of garden ground, and is inhabited by a Dutch colony, still known under the name of *Vierländer*, who are very industrious and send to the city market regular supplies of vegetables and fruit. The entire government of this district was assumed by Hamburgh on the 1st of January last.

IV.—Population and Industry.

Inhabitants.—The gradual increase of the population of Hamburgh is the natural result of the growth of its commerce, and must be further promoted by the abolition of the old guild and trade laws, and the liberty which now exists for foreigners to reside and carry on business here, without the previous obligation to become citizens of the republic. According to an official census taken on the 3rd of December, 1867, in conformity with the rules of the North German Confederation, the population of the city of Hamburgh and its territory stand thus:—

	Souls.
City, Suburbs, and Port..	223,763
Rural Districts	62,542
Ritzebuttel and Cuxhaven	6,381
Bergedorf, including half purchase of Lubeck	12,510
Military	1,311
Total Souls	306,507

The above statement is that of the actual population, inclusive of strangers; but as the number of Hamburgh subjects at the same date is given at 240,980, it follows that the number of subjects of other States residing within the limits of the republic at the date of the enumeration was no less than 65,527, or above one-fifth of the entire population.

Occupations.—The occupations of the people remain much the same as they were. Agriculture, garden cultivation, and building speculations give employment to a certain number, and the manufactories of Hamburgh are not inconsiderable. The most prominent of these are the sugar refineries, breweries, distilleries, iron works, copper smelting works, engine factories, cotton mills, biscuit-baking houses, and factories of cement, chemical stuffs, railway carriages, soap, cured beef and pork, and imitation wines. What proportion of these articles are exported there are now no means of exactly ascertaining, but the value of such exports is supposed to be at least 27,000,000 marks banco, or about 2,000,000 pounds sterling. All these employments are however subordinate in Hamburgh to those of commerce and navigation, which supply the means of subsistence to the great majority of the population. If there is less real distress in this city than in many other parts of Germany, it is still true that the great rise in the prices of bread, meat, and other necessaries of life presses very hardly upon all the working classes here. Among many proofs of this rise in prices may be cited the following statement, taken from the last Annual Report of the General City Hospital.

Average prices of Articles of Food at Hamburgh, in Currency.

Articles.	1863.		1865.		1867.		Rise in Five Years, per Cent.	
	Mks.	Sch.	Mks.	Sch.	Mks.	Sch.	Mks.	Sch.
Beef .. .. per 100 lbs.	32	0	36	12	42	5	32	0
Veal .. .. „	33	0	42	6	43	3	30	0
Wheaten Bread „	11	3	9	8	13	14	24	0
Rye Bread .. „	5	7½	5	1	7	5	34	0
Rice .. .. „	12	8	11	2½	12	8	..	
Butter .. .. per lb.	0	10½	0	13	0	11¾	10	0
Potatoes .. per sack	2	9½	2	13½	3	13	50	0

In consequence of which the charges at which patients are received into the Hospital have been gradually raised, and the lowest rate charged for board is now 14 schillinge, or about 1*s.* 1*d.* sterling per diem.

Consumption.—The consumption of exciseable articles appears, not withstanding so many unfavourable circumstances, to have slightly increased during the last year.

The duties on goods brought within the excise line (extending to a considerable distance outside the city) amounted in the year 1866 to 1,094,808 marks courant (about 66,420*l.* sterling). The articles subject to these consumption duties are now very few, viz., bread and flour, cattle, meat, and beer. There is also a small tax on wine and spirits payable by publicans, and retail dealers.

V.—Public Works.

Railways and Quays.—The completion of the Junction Railway between the Berlin, Hamburgh and the Altona Kiel Stations has proved a great public convenience, and the traffic upon it both of passengers and goods has been considerable during the last year. A wide and handsome bridge over which this railway passes, now divides the larger from the smaller basin of the Alster in the immediate vicinity of the city. The new wharf and warehouses at the *sandthor* on the Elbe have proved useful to navigation, having been resorted to in the course of last year by 665 ships of various nations, whose total burthen was 139,317 commercial lasts. With respect to the contemplated new quay and warehouses at the Grasbrook, no part of the plan has yet been carried out.

The long desired railway bridge across the Elbe between Hamburgh and Harburg is now pretty sure of its accomplishment in the course of the next few years. So long as Hanover was an independent kingdom there appeared small hope of the long-pending negotiations on this subject between that state and Hamburgh being brought to a satisfactory result. But when Hanover became a Prussian province, the influence of the Prussian Government was exercised in the right direction, and the Cologne-Minden Railway Company undertook the construction of a new railway line from Venloo to Munster and Osnabruck, and thence to Bremen and Hamburgh, which will not only form a short connecting line between the two last-mentioned cities, but bring them within a much shorter distance than before of Belgium and the countries beyond the Rhine. The Cologne Minden Company has obtained from the Government at Berlin a concession for the whole of the line passing through the dominions of Prussia, and has likewise effected an arrangement with the Senate of Hamburgh authorising it to carry the railway bridge from the Hanoverian frontier across the Elbe and into the city of Hamburg itself. By an agreement entered into with the Company in December 1867, and confirmed by a convention signed in March last with the Prussian Government, Hamburgh has bound itself to take shares in the Company's Capital to the value of 10,000,000 Prussian dollars at the price of 95 per cent., and on which 4½ per cent interest is guaranteed as priority shares. Although this transaction has required the moneyed men of Hamburgh to furnish a contribution equivalent to a million and a half pounds sterling, the arrangement is considered here to be on the whole an advantageous one for the city, inasmuch as the investment of capital in so prosperous an undertaking as the Cologne Minden Railway Company can hardly be other than a profitable one, and the interests of commerce and

general traffic will be greatly promoted by the removal of the difficulties which have so long separated Hamburgh from the great lines of railway running towards Belgium and France, and which at some seasons impede all communication whatever between the city and the Harburg side of the Elbe.

Of the project at one time much ventilated, for the formation of a ship canal across Schleswig and Holstein, so as to connect the Baltic with the North Sea, little has been heard in the last year. Certain surveys have been made under the authority of the Prussian Government, but the proposed Joint Stock Company does not appear to be yet established.

VI.—General Remarks.

North German Confederation.—The establishment of the Constitution of the North German Confederation in Northern and Central Germany has deprived the States belonging to that alliance of their political independence, whilst it has conferred upon them the benefit of a central goverment and legislature, and has opened the path to many improvements in a social and commercial point of view. The introduction of a common system of Customs and commercial regulations into the new Confederation is of itself no small benefit, and the same uniformity is to be extended eventually to weights, measures, and coinage; to paper money and banking; to patents for inventions; to settlements and the exercise of trades; to navigation and Consular protection; to railways and other communications; and to bankruptcy proceedings. The posts and telegraphs throughout the Confederated States, and consequently at Hamburgh, are already in the hands of the Central Government.

Hanse Towns remain Free Ports.—The Federal Constitution became law in the Hanse Towns on the 1st of July 1867. In consideration, however, of the peculiar position of the Hanseatic cities, they have been permitted, by a clause of the Federal Constitution (Article 34), to remain as free ports outside of the Customs frontier, until they shall signify their own desire to be admitted within it. But, for this privilege they are obliged to pay an annual sum, called an *Aversum*, equivalent to the amount of Customs duties, which would otherwise have been levied within their respective territories. The *Aversa* for the year 1868 have been fixed as follows:—for Lübeck 85,950 dollars (12,900*l.*); for Bremen 248,600 dollars (37,290*l.*); and for Hamburgh 710,160 dollars (106,530*l.*) It is understood that Lübeck will speedily put an end to her *Aversum* by procuring the admittance of her territory into the Customs Union; but the circumstances of the two larger cities of Bremen and Hamburgh are different, and they conceive it to be their interest to maintain the freedom of their ports, at least until by the construction of proper bonded warehouses and quays, they shall be in a situation to submit to the Customs Tariff combined with the advantages of a good entrepôt system. The question has been, and continues to be much agitated among the mercantile men of Hamburgh, and the great majority prefer keeping their free port, even subject to the heavy annual payment which it entails upon them. The exemption covers the whole Hamburgh territory, with the exception of some small *enclaves* within the Prussian dominions, and the newly-acquired town of Bergedorf and its surrounding villages.

Hamburgh Finances.—The effect of these new arrangements upon the State finances of Hamburgh could hardly be otherwise than an unfavourable one. The budget for 1868 exhibits a deficit to be made

up of 1,575,000 marks courant (92,647*l.*) arising from the *Aversum*, and the required contribution to the Federal army. This is exclusive of a sum of about 750,000 marks courant, which is expected to be soon wanted to build barracks for the Prussian troops now forming the city garrison, and it is without reference to the anticipated expenses of erecting a Zollverein Custom-house on the Hamburgh territory, in order to facilitate the trade with the interior of Germany, which expenses, or a considerable portion thereof, must fall upon Hamburgh.

The following are the leading items of the State budget of Hamburgh for 1868.

EXPENDITURE.

	Marks Courant.
1. Senate and burgership	435,048
2. Finances, including public debt	4,892,048
3. Trade and commerce	322,750
4. Buildings and works	2,129,574
5. Military (burger-guard, &c.)	129,300
6. Education	151,414
7. Justice	407,494
8. Police	1,055,085
9. Charitable institutions	1,052,800
10. Foreign affairs, viz.—	
For military and other federal objects	2,334,000
Diplomatic allowances	84,500
11. Suburbs and rural districts	215,200
12. Extraordinaries	365,237
Total	13,574,450
	Or, 798,497*l.* 1*s.* 2*d.*

RECEIPTS.

	Marks Courant.
1. State property, domains, and royalties	1,882,550
2. Taxes and duties	9,315,800
3. Official fees	753,600
4. Extraordinaries	47,500
	11,999,450
Deficiency to be made good	1,575,000
Total	13,574,450
	Or, 798,497*l.* 1*s.* 2*d.*

Zollverein Renewed.—The German States, lying to the south of the River Maine, preserved, as is well known, their independence after the war of 1866, and were not under any obligation to unite themselves either politically or commercially with Prussia, or even to renew the Zollverein which the war had dissolved. However, a sense of their own interest has subsequently induced the Southern States not only to enter into military conventions with the Prussian Crown, but to continue members of the Zollverein upon an enlarged basis, much more favourable to the development of German industry than the system upon which the former Union had worked for so many years past. The Zollverein Treaty of May 16, 1865, has, after much negotiation, been made to expand itself into a new and more comprehensive arrangement. On the 8th of July, 1867, a new Zollverein Treaty for a further term of years was concluded between the States of the North German Confederation and the South German States, viz.:— Bavaria, Würtemburg, Baden, and Hesse-Darmstadt, the scope of which extends to the whole of Germany, except Austria, inasmuch as

the two Mecklenburgs, and the three Hanse Towns, as members of the Northern Confederation are parties to the last-mentioned Treaty, and are represented in the Zollverein Councils. Under the old system questions were settled in the Zollverein Conferences in which unanimity was required; whereas under the new Treaty the legislative power is given to a Federal Council of 58 members, in conjunction with a Customs Parliament. In the Council, Prussia has 17 votes, and a *veto* upon all alterations of existing laws; in other cases the majority of the Council decides, Prussia having a casting vote. The Customs Parliament (which met for the first time in Berlin on the 27th of April last) is chosen upon the principle of universal suffrage by the people of the Southern States, as well as of the States of the North German Confederation, and in it all resolutions are passed by an absolute majority. There is, therefore, every reason to believe that Prussia and the commercial States of the North will enjoy their due influence in the Council of the new Customs Union, and that the public opinion of the nation will be fully and fairly represented in the Customs Parliament.

Mecklenburg.—A difficulty in the way of the accession of the two Mecklenburgs to the *Zollverein* system was found to exist in their Treaty with France, under date of 8th of June, 1865, by the 18th Article of which the Mecklenburgs had engaged not raise their Customs duties above the rate of one dollar per centner, and not to introduce any new duties whatever. After long negotiations with the French Government this difficulty was at last removed. Prussia consented to a reduction of the Customs tariff on French wines, and some other articles; and the two Grand Duchies of Mecklenburg are left at liberty to enter the Customs frontier of the North German Confederation, and to fulfil all their engagements as members of that alliance. The arrangements for that purpose are expected to be soon completed by the Federal Council, and the admission of the two Mecklenburgs within the Customs line may be anticipated at an early date.

Schleswig-Holstein.—The Duchies of Schleswig and Holstein retained their old tariff for some time after their annexion to the Prussian Monarchy, but towards the end of April in last year a royal ordnance suddenly appeared putting the *Zollverein* tariff into force within both Duchies; and on the 15th of November they were formally included within the limits of the *Zollverein* itself. The town of Altona was however excepted from that inclusion, and has been allowed for the present to remain a free port with the similar privileges to those enjoyed by the neighbouring territory of Hamburgh. The transit duties formerly levied on goods passing through these Duchies are now entirely abolished.

Lauenburg.—The tariff and regulations of the *Zollverein* were likewise applied to the Duchy of Lauenburg as a part of the Prussian Monarchy on the 5th of January last, and the transit duties long charged on the passage of goods through that Duchy were abolished from the same date. By these several extensions the *Zollverein* frontier has been brought down to the Elbe, subject to the exemptions temporarily granted to Hamburgh and Altona as ports of free importation.

Commercial Treaties.—Among the commercial Treaties lately concluded by the *Zollverein*, that with Austria, dated the 9th of March, 1868, stands prominent on account of the reductions of duties and the increased facilities of traffic, for which it stipulates. The provisions of the former commercial Treaty between the same parties of the 11th of April, 1865, are much enlarged;

and in return for numerous reductions to be made by Austria the *Zollverein* pledges itself to lower its Customs tariff as regards the importation of pig iron, linen yarn, wine, horses and various other articles. The export duties (with two or three exceptions), as well as the transit duties, are on both sides abolished. A Treaty of navigation with the kingdom of Italy had been previously concluded on the 14th of October, 1867; and more recently a Treaty of commerce and navigation with Spain has been announced under date of the 30th of March, 1868, whereby the *Zollverein* has acquired the right of trading on the most favoured footing with the European portion of the Spanish monarchy, and has conceded reciprocal privileges to Spain in the States of the Union. The differential duties which have hitherto existed in Spain in favour of certain articles of French produce and manufacture have likewise been abolished in favour of the *Zollverein* by the last-mentioned Treaty.

The overtures made to Russia on behalf of the *Zollverein* some three years ago for a commercial Treaty do not appear likely to lead to any immediate result. A provincial Customs Director was sent last winter from Dantzig to St. Petersburg in order to suggest there some practical measures for relieving the frontier traffic from its present restrictions, and checking the contraband trade from which Russia suffers to so serious an extent. But the Russian Government would give nothing beyond a mere Customs cartel with Prussia, viz., a Treaty for the mutual regulation of the punishments to be inflicted for breaches of the revenue laws, and this was to be the concession in return for the reductions of duties offered on the part of the *Zollverein*. Such an arrangement could not possibly be acceptable to the German States; and indeed several Prussian Chambers of Commerce came forward to declare their belief that to conceed a Customs cartel to Russia would have the effect of frustrating the desired modifications of the Russian tariff for many years to come.

Hamburgh, May 15, 1868.

MOROCCO.

DAR-EL-BAIDA.

Report by Mr. Vice-Consul Wooldridge on the Trade and Commerce of the Port of Dar-el-Baida during the Year 1867.

The winter of 1866 set in with unusual dryness and continued so up to the 1st day of January 1867, when rain fell for the first time of any consequence, which accounts for the scantiness of this year's crops of beans, wheat and barley. The trade in wool, our principal article of export in this part of the empire, has not been very satisfactory as regards quality, though in quantity it has even exceeded that of last year, there being a difference of 6,338 cwt. in favour of 1867.

There appears to be a gradual increase in the value of imports during the last few years, although it has not come up to what was expected this year. The following Table will show the increase and decrease on imports and exports at this port during the last five years :—

Years.	Value.	
	Imports.	Exports.
	£	£
1863	32,253	88,322
1864	28,725	87,812
1865	49,766	101,707
1866	57,303	110,637
1867	64,200	100,919

Importation.

Calicoes, &c.—The most important articles of importation at this port are those of British manufactured goods, such as calicoes, linen, muslins prints, chintz, cotton handkerchiefs, &c. The total number of bales of these manufactures has amounted to 1,555, containing about 155,504 pieces, valuing 52,089*l.* The whole, with the exception of a few bales from France, has been imported direct from London and Gibraltar.

Cloth.—About four-fifths of this article, amounting in total value to 570*l.* has been French manufacture. The rest, inferior cloth of British manufacture, has been received from Gibraltar. About 2,463 yards have been imported at this port.

Sugar.—This is always a marketable article in these parts, most of it, however, is brought up and forwarded into the interior, and to Rabat for sale. About 2,740 cwt., valuing about 6,849*l.*, have been imported at Dar-el-Baida during the year.

Iron.—This is another article always in demand. About 138*l.* worth have been received here from Gibraltar.

Sundries.—This name comprises an infinity of articles, too numerous and insignificant to enumerate singly, such as glass, nails, candles, spice, rice, pepper, &c. About 522 bales and boxes, valuing 1,014*l.*, have been brought here from England and France.

Exportation.

Wool.—This is the most important article of export at Dar-el-Baida. On account of the very low prices of the markets at Marseilles, for which place it is mostly shipped, business has been stagnant and much remains yet in the town. It has been purchased here in some instances at a great loss, exceeding the average price at Marseilles. The price paid for unwashed wool per cwt. this year, has been about 2*l.* 18*s.*, free on board; and for washed wool, a cargo of which has been shipped for England, about 3*l.* 12*s.*

Gum.—There has been no trade in this article during the year.

Hides.—The trade in hides has been brisk throughout the year 1867. Those weighing from 6 to 8 lbs. being most in demand at Marseilles. About 1,127 cwt., valuing 2,028*l.*, have been exported hence.

Wax.—The demand for yellow wax has been as usual steady, valuing from 5*l.* to 6*l.* per cwt. About 287 cwt. has been exported hence for France and England.

Wheat and Barley.—These cereals being prohibited of exportation out of the dominions of the Sultan, are of little interest to outsiders. The harvest has been by no means good, and consequently the prices have been high.

Beans.—Notwithstanding the drought at the commencement of the season, the crops of beans has not been so small as was anticipated. The price during the year has been on an average of 8*s.* per strike fanega, and has been shipped mostly for England, the rest having been embarked for Portugal and Gibraltar.

Maize.—Maize has been this year more abundant than in former years, and wheat not having been plentiful, much has been used by the natives to replace that article as food. All that has been shipped here has left for England.

Chickpeas.—The production of this article has exceeded that of any other grain this year. It is of excellent quality, and has been shipped for Spain, England, France, and Portugal.

Navigation.

During the year 1867, 99 vessels have entered this port, total tonnage 25,324; of which 29 were British steamers, 35 French steamers, and the rest sailing vessels, 22 of which were British. Freight has been low on account of the competition existing. The freight paid per cwt. on wool to France has been 5 francs, and on grain 3 francs; that paid on grain to England, per sailing vessel, has been between 3*s.* and 4*s.* per imperial quarter.

Three steamers belonging to the "Peninsular and North African Company" continue to ply between London and the Canary Islands, always touching at this port, weather permitting. Two steamers of a French Company also ply between Marseilles and Mogadore, touching at this port, with and for cargoes.

For the first time this year our port has been visited by two steamers belonging to the "Messagéries Impériales Co." It was announced that these vessels were to visit Dar-el-Baida fortnightly, but their punctuality is not to be relied upon. A regular line would be of great service to the commerce of this port.

Cotton.—The cultivation of this plant appears to have been entirely neglected this year. The indolence of the natives, coupled with their indifference to anything like progress accounts for that fact.

Dar-el-Baida, December 31, 1867.

LARAICHE.

Report by Mr. Vice-Consul A. B. T. Duncan on the Trade and Commerce of Laraiche for the Year 1867.

THE import trade has decreased considerably this year, as most of the goods that formerly came to Laraiche are now landed at Tangier, and from thence carried to different towns on the coast and of the interior.

In exports there is also a great decrease, the great drought has caused the failure of the early crops of barley and beshna (millet seed), which was sown on sandy soil, these crops are reaped about May, and the Arabs depend on them as their principal food; the dra has also been destroyed, in consequence of this it is feared that there will be a famine in this district.

Laraiche, 1867.

MAZAGAN.

Report by Mr. Vice-Consul Octavus Stokes on the Trade and Commerce of Mazagan during the Year 1867.

THE commercial business of this port has not been a flourishing one during the present year, as the following Table of imports and exports will testify.

	Imports.	Exports.
	£	£
1866	116,197	118,690
1867	60,852	66,519

The decrease in the value of exports is owing, firstly, to the stoppage of the exportation of grain by the Sultan in the early part of the season; secondly, to the failure of the crops beyond Morocco, and, although the exportation was renewed in the month of July, the demand for home consumption was so great, and prices ruled so high that no margin was left for shipments to Europe.

Cotton.—The cultivation of this article has been entirely abandoned by the natives (in this vicinity), who have turned their attention to the cultivation of Indian corn instead, which yields them a better return for their labour, as the present low prices of cotton in Europe will scarcely repay them their outlay. The decrease in the value of imports is caused solely by the great poverty of the natives, who have had barely means sufficient to purchase the common necessaries of life.

Mazagan, May 28 1868.

MOGADOR.

Report by Mr. Vice-Consul Carstensen on the Trade and Commerce of Mogador for the Year 1867.

The trade of Mogador during the year 1867 has not justified the expectations which were raised at the commencement of the year, when copious rains gave reason to hope for abundant crops throughout the southern districts of the empire. Swarms of locusts appeared, as in 1866, just at the time when the devastating effects of their visit were most dreaded, devouring the leaves and buds of the young crops, and, in some places, even destroying the bark of the trees. The olive trees in particular suffered considerably, and it is supposed that the olive plantations will require from one to two years to recover from the injury they have sustained.

The almond trees have not suffered much; and the almond crop would have been far greater, if the insurrection in some districts of the province of Haha had not caused the Government to cut down many trees in the rebellious localities.

Before the appearance of the locusts, when the prospects for a rich harvest were favourable, the import trade became brisk, and Manchester goods, sugar, tea, and iron were imported in considerable quantities. This will account for the return of imports in 1867 showing an excess of 8,215*l.*, when compared with that of 1866; but, owing to the subsequent failure of the crops, merchants have not been able to find ready sale for their goods, and at the present moment the market is overstocked with merchandize which cannot easily be disposed of until the fate of the new harvest be ascertained.

If locusts do not appear again in 1868, there is reason to hope for a good year, the rain having fallen early and in great quantity.

It is to be regretted that the Government of the present Sultan, as well as that of his predecessors, have adopted a system of periodically melting and re-issuing the silver and copper coinage of the country at a constantly-decreasing standard of weight, to the great detriment of trade. This practice has been carried on to such an extent that the subjects of the Sultan have the greatest objection in accepting the Moorish coin in payment for produce, and will only receive foreign money for their goods, generally French or Spanish silver, for which they stipulate on effecting their sales.

This state of things interferes materially with the regular course of trade. The value of the ducat, which is the monetary standard of Morocco, was twenty years ago equal to 2*s.* $4\frac{20}{100}$*d.* sterling; it has subsequently been subjected to the following reductions in its value, viz., 2*s.* and 1*s.* $7\frac{20}{100}$*d.*, and latterly it has remained some time stationary at 1*s.* $6\frac{65}{100}$*d.*, but a fresh issue in 1867 of a new currency of a lower mark has again caused a further decline in the sterling value of the ducat to 1*s.* $2\frac{76}{100}$*d.*

Coupled with these successive reductions in the silver coinage, is the reduction in weight and value of the copper circulating medium, which is re-issued at a proportionately lower rate, besides being mixed with a large quantity of zinc and spelter to an extent which will make the new

issue of about 50 per cent. less value than the late one. The ruinous effect upon trade with Europe of this system must be evident.

In short, the Moorish silver coinage is useless for all general purposes of trade on a large scale, and can only be used to pay the government duties on exports, excepting, however, some articles which are required to be paid in European coin; whilst the copper coinage, which is issued in very large quantities, is not accepted by the Government in payment of dues, although it is constantly paid out by the authorities in considerable amounts.

Mogador, February 3, 1868.

RABAT.

Report by Mr. Vice-Consul Cecil Smith on the Trade of Rabat for the Year 1867.

On comparing the returns of this year with those of last a great decrease is to be observed both in the number of vessels and in the amount of tonnage, as well as in the quantities and values both of the imports and exports.

The falling off in the value of the imports amounts to no less than 19,973*l.*, and of the exports to 14,571*l.*, whilst the number of vessels arriving and leaving this port shows a total decrease of 10 as compared with 1866. The proportion of British vessels to the total, however, remains the same, as the following Table will show.

Years.	Total.		British.		Imports.	Exports.
	Vessels.	Tonnage.	Vessels.	Tonnage.		
					£	£
1864	36	2,704	12	972	72,372	72,644
1865	29	2,476	8	499	56,684	46,293
1866	40	2,600	8	560	47,683	52,768
1867	30	1,911	6	342	27,710	38,197

☞ In many previous reports, reference has repeatedly been made, and attention drawn to the great and continued decay of the trade of this port, but too apparent from the steady and continuous decline which is found to have taken place, more especially in imports during the last four years, and various reasons have been suggested for this regrettable state of things. Two reasons may be more particularly assigned for the present unsatisfactory state of the import trade, which united have prejudicially affected that branch of the trade of Rabat.

The great change that has taken place in the manner of carrying on the import trade is probably chargeable with a large share of the decrease, and will be found probably to have proportionally increased the imports at the neighbouring ports.

Formerly, all that branch of business was transacted with Gibraltar, the majority of the Rabat merchants buying their goods at that place; latterly, however, many of the merchants addressing themselves directly to wholesale houses in England, and profiting by the English line of steamers sailing from London and trading down the coast, have had large quantities of goods, especially cottons forwarded to them by this means.

The bar at the mouth of the river on which Rabat stands forms, in its present state, an insuperable obstacle to a free or safe communication with the port, and consequently no steamers call here, but go on to other and more favoured ports on the coast, where they can discharge with safety and despatch a considerable portion of the cotton and other goods intended for Rabat.

The other reason, and one which has operated in the same direction, is that, while at Rabat the Custom-house officials have the reputation of

being strict and exacting, other ports on the coast are said to be treated with more liberality.

It is not therefore surprising that merchants under the two-fold difficulty of the bar and Custom-house prefer importing their goods where they can do so, with the greatest profit to themselves, and with the least risk and delay to the merchandize.

A similar state of things exists, though in a less degree with regard to the exports, trade naturally falls into the cheapest channels, and if facilities and advantages are enjoyed at other ports, which are wanting at Rabat, as a consequence trade will flow to them.

There is, of course, the cost of land carriage, and the excessive rates of freight charged by the steamers to be taken into account, but so long as Rabat merchants import their goods through other ports, it may be fairly concluded that they find it to their advantage to do so.

It is to be regretted, from whatever cause it may arise, that the legitimate trade of this port should be forced into other channels; and the effect on trade is very serious, as goods, on account of the cost of land carriage and expenses, are so much dearer at Rabat than at the other ports on the coast, that instead of this town being the centre of a large trade as it formerly was, it has of necessity become very much restricted in importance.

The cost of land carriage and the means of transport at command effectually stop the indirect import of either very voluminous or heavy and low valued goods; these still come in their usual proportional quantities.

The harvest, on which so much depends in this country, was last season very bad in this district, particularly the yield of wheat and barley, the price of the former has been fully one-third dearer, and of the latter twice as dear as last year, and the supply at times so restricted as to be barely sufficient for the consumption of the town. As the grain crops have been bad for a succession of years, breadstuffs have almost reached a famine price, being four times what they were five years ago; it is not therefore surprising that general trade should be bad, and the people unable to provide for more than their most pressing wants.

The yield of the chief fruits of the district, such as grapes and oranges, was last season most unremunerative, the cultivation of grapes indeed, which used to be largely followed, and for which Rabat and Sallee were once famous, has now almost ceased, the vines have been rooted up, and on many spots, which were lately flourishing vineyards, now stand very promising crops of wheat and barley.

Oranges are still grown here in large quantities, but the result latterly from various causes has not been satisfactory, and this may be mentioned as one of the reasons why orange gardens are not worth more than one-half of what they formerly were.

The wool clip was an average one, but as prices ruled much lower than last year the trade was dull, and from the continued decline in value both in England and France, and the small demand for the wool produced in this country, the result to speculators and exporters was unprecedently bad.

The circulation of spurious copper coin, although diminished, still continues, and is attended with great inconvenience, and the authorities have as yet done but little in this district to remedy this evil.

A large issue has been recently made of new silver coins of one, two, and four ounces, but as no want of small silver money had been felt, it is reasonable to suppose that this late issue has been a source of profit to the Government.

The large quantity of small silver and copper coin in circulation acts

on the value of the dollar, and while this large mass of currency exists it is difficult, without an order from the Sultan, to control the value of the dollars, the fluctuation in the value of which is attended with great inconvenience to business.

The prospects for next seasons crops are happily encouraging, and considerable quantities of rain having fallen has induced the Arabs to put a large breadth of land under cultivation. Cattle and sheep too, largely bred in this district, have greatly improved since the seasonable rains have set in, and there is promise of an abundant supply of fodder.

During the last twelvemonths, owing to the heavy losses sustained by several of the native merchants, many of them have been unable to meet their engagements, and great difficulties have been experienced on account of the peculiarities of Moorish jurisprudence in arriving at a settlement and distribution of the estates of the defaulters, and as English houses have for the most part furnished the principal creditors, it is worthy of serious consideration whether a better system, and one more likely to ensure a more impartial administration of justice between foreign and Moorish subjects be not attainable.

Rabat, January 8, 1868.

SAFFEE.

Report by Mr. Vice-Consul Elton on the Trade and Commerce of Saffee for the Year 1867.

THE imports at the port of Saffee in the year 1867 were 1,351*l.* less than the imports in 1866; the exports in that year exceeded those in 1867 by 31,563*l.* This decrease in the exports in the year 1867 may be accounted for by the circumstance of the crops of beans and maize having been in the last-mentioned year much less than in the previous year, and the quantity of olive oil also much less. This will be observed in the statement regarding those articles.

	Imports.	Exports.
	£	£
1866	43,890	83,793
1867	42,532	52,230
Difference..	1,358	31,563

In the foregoing statement it will be observed that the imports in the year 1867 were 1,358*l.* less than the imports in 1866, and the exports in 1867, 31,563*l.* less than the exports in 1866, as before-mentioned.

In the following statement will be seen the differences in the total value of beans, maize, and olive oil exported in the year 1866 and in the year 1867, before alluded to as the cause of the decrease in the last-mentioned year.

Names of Articles.	Total Value.		Difference.
	1866.	1867.	
	£	£	£
Beans	27,787	5,258	22,529
Maize	19,164	14,702	4,462
Olive Oil	14,412	2,039	12,373

Much the greater part of the imports in the year 1867 were from Great Britain, the total value of which was 35,222*l.*; the value from other countries, 7,310*l.*, making a difference of 27,912*l.*, as will be seen in the Table below:—

	Countries.	Imports from Foreign Countries.	Imports from Great Britain.
		£	£
1867	From Great Britain ..	..	35,222
	France	2,374	..
	Spain	3,580	..
	Belgium	1,356	7,310
	Difference ..	..	27,912
	Total	..	42,532

Most of the exports in the year 1867 were to Great Britain, the total value of which was 47,512*l.*, and that to other countries 4,718*l.*, making a difference of 42,794*l.*, as will be observed in the statement below:—

	Countries.	Exports to Foreign Countries.	Exports to Great Britain.
		£	£
1867	To Great Britain ..	..	47,512
	Spain..	3,118	..
	Portugal	1,600	4,718
	Difference ..	..	42,794
	Total	..	52,230

The greater part of the imports in the year 1867 were brought in British vessels, as will be seen in the statement below:—

	Vessels.	Imports from Foreign Countries.	Imports from Great Britain and Colonies.
		£	£
1867	British	..	36,682
	Spanish	3,580	..
	Swedish	1,320	..
	Italian	950	5,85
	Difference ..	..	30,832

The exports were principally shipped in British vessels, as will be noticed in the statement below:—

Vessels.	Exports to Foreign Countries.	Exports to Great Britain and Colonies.
	£	£
1867 { British	..	49,112
1867 { Spanish	3,118	3,118
Difference ..	..	45,994
The Total Exports were as shown in the Statement of Imports and Exports	..	52,230

In the following Table the number of vessels and their tonnage will be noticed.

BRITISH VESSELS.

Entered.			Cleared.		
Year.	Vessels.	Tonnage.	Year.	Vessels.	Tonnage.
1867	25	4,273	1867	27	4,768

FOREIGN VESSELS.

Entered.		Cleared.	
Vessels.	Tonnage.	Vessels.	Tonnage.
1867 { Spanish, 7	678	1867 { Spanish, 8	757
1867 { Swedish, 1	254	1867 { Swedish, 1	254
1867 { Italian, 1	125	1867 { Italian, 1	125
Totals .. 9	1,057	Totals .. 10	1,136

By comparing the arrivals and departures of British vessels with those of foreign vessels, it will be observed that the number of British vessels which arrived exceeded that of the foreign vessels by 16 in number and 3,216 in tonnage, and that the British vessels cleared exceeded the foreign vessels by 17 in number and 3,632 in tonnage.

In the foregoing statement the coasting trade is not included, in which three British and three Spanish vessels entered, and one British vessel and two Spanish vessels cleared, as will be seen in the following Table:—

VESSELS EMPLOYED IN THE COASTING TRADE.

Entered.		Cleared.	
Vessels.	Tonnage.	Vessels.	Tonnage.
1867 { British, 3	436	1867 { British, 1	245
1867 { Spanish, 3	300	1867 { Spanish, 2	217
Total ..	736	Total ..	462

Agriculture.

Wheat, barley, maize, beans, and peas, are grown in the district of Saffee; but the crops in 1867 were far less than in the previous year, on account of the want of rain.

The cultivation of cotton has hitherto been limited, on account of the want of sufficient water for irrigation. In the year 1867 very little cotton seed was sown, as the growers of cotton had not found the cultivation remunerative in the previous year.

Manufactures.

The manufactures at this port are very few. Woollen haiks, a striped woollen stuff which is made up as jellabs, and slippers, are the articles made here, but not in sufficient quantities for the supply required by the inhabitants. The currying of leather is also carried on here, but on a very small scale.

Saffee, February 10, 1868.

TETUAN.

Report by Mr. Vice-Consul W. K. Green on the Trade and Commerce of Tetuan for the Year 1867.

At the commencement of last year it was hoped that the import trade at Tetuan, and, consequently, also that in exports, would receive a favourable impetus from, what at that time appeared, the prosperous condition of the reef. The unprecedented droughts of the winter and early spring, especially in the reef and partially in this province, occasioning almost an entire failure in the crops, imposed upon the inhabitants the necessity of abstinence from all foreign products. This check to trade increased steadily through 1867, and now that bread stuffs have reached prices which have never been known before in this country, even in years of the greatest scarcity and famine, a complete stagnation appears to have supervened in commerce. The port is empty, and likely to remain so, until the commencement of the season for exporting oranges.

There has been a considerable increase in the arrivals of vessels during the past year, but the shipping was principally engaged in bringing cargoes of little value, such as damaged wheat and rye purchased from wrecks at Gibraltar and Centa, or in transporting from Algeria and the reef hundreds of famished families, who hoped to find in the western parts of Morocco a more prosperous state of things than existed in their own countries.

Several months of the present year must elapse before an amelioration in the condition of these populations can be hoped for from a promise of a good agricultural season, and it can only be on the realization of such a prospect that trade can resume its former activity.

Tetuan, January 1, 1868.

NETHERLANDS.

AMSTERDAM.

Report by Mr. Consul Newnham on the Trade and Navigation of the Netherlands for the Year 1867.

In reviewing the past year one cannot say that the hopes entertained at the close of the preceeding one were realized. In the market there was no activity whatever, and speculation in most cases proved a failure.

To insure prosperity in commerce, and at the same time to extend it, it is above all things necessary that the political horizon be calm and undisturbed, and this, the basis of prosperity, was wanting. In the early part of the year the Luxemburg question, and somewhat later the Italian, excited the attention and kept in suspense the whole of Europe, which naturally put a stop to commercial enterprise; added to which a fall in cotton, and a bad corn harvest in the northern and central part of Europe made matters worse, so that the price of grain rose to an extent unknown for many years.

Money was plentiful during the entire period, but was difficult to place, and could consequently be obtained at very low rate.

Shipping and Navigation.

The following is a comparative statement of the arrivals and departures of Netherlands and foreign vessels at Amsterdam during the years 1863, 1864, 1865, 1866, 1867:—

Nationality.	1863.		1864.		1865.		1866.		1867.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
Arrivals.										
Netherlands	831	180,638	943	219,593	830	194,668	822	201,886	770	199,150
Foreign	857	182,256	732	165,116	839	212,651	782	218,208	696	193,825
Totals	1,688	362,894	1,675	384,709	1,669	407,319	1,604	420,094	1,466	392,975
Departures.										
Netherlands	914	206,177	953	220,103	879	204,914	845	203,704	827	208,053
Foreign	909	188,336	764	167,182	885	217,158	817	219,919	733	196,664
Totals	1,823	394,513	1,717	387,285	1,764	422,072	1,662	423,623	1,560	404,717

COMPARATIVE Statement of the Arrivals and Departures of Netherlands and Foreign Vessels at Amsterdam during the Years 1864, 1865, 1866, and 1867, distinguishing Sailing Vessels from Steamers.

Nationality.	ARRIVALS.															
	Sailing Vessels.								Steamers.							
	1864.		1865.		1866.		1867.		1864.		1865.		1866.		1867.	
	Vessels	Tons	Vessels	Tons	Vessels	Tons	Vessels	Tons	Vessels	Tons	Vessels	Tons	Vessels	Tons	Vessels	Tons
Netherlands ..	770	162,185	654	136,461	643	140,113	586	133,970	173	57,408	176	58,207	179	61,773	184	65,180
Foreign	612	122,025	708	167,789	628	161,392	546	139,926	120	43,091	131	44,862	154	56,816	150	53,899
Totals.. ..	1,382	284,210	1,362	304,250	1,271	301,505	1,132	273,896	293	100,499	307	103,069	333	118,589	334	119,079
	DEPARTURES.															
Netherlands ..	787	165,379	704	147,443	669	142,953	644	143,314	166	54,724	175	57,471	176	60,751	183	64,739
Foreign	646	124,721	756	173,603	665	163,927	586	143,756	118	42,461	129	43,555	152	55,992	147	52,908
Total.. ..	1,433	290,100	1,460	321,046	1,334	306,880	1,230	287,070	284	97,185	304	101,026	328	116,743	330	117,647

The above statements show a great falling off in the arrivals and departures of Netherlands as well as foreign sailing vessels, and a slight decline in those of foreign steamers, whilst some little improvement is perceptible in those of steamers under the Netherlands flag.

There was a deficiency more particularly in the arrivals from Sweden, Norway and Russia (Baltic and White Sea); further, from British India, United States, Cuba, Brazil, Great Britain, Denmark, &c.; whereas there was a small increase in those from Java, Russia (Black Sea), Schleswig-Holstein, &c.

In the departures the decline was mainly visible in those to Norway, Russia (Baltic and White Seas), and Denmark; further, to Curacoa, Surinam, France, Hanover, Oldenburg, &c.; which was by no means counterbalanced by the increase of departures to Great Britain, British India, Java, Rio de la Plata, Italy, Sweden, Prussia, Hamburgh, &c.

There were only 16 vessels with an aggregate tonnage of 2,628 that arrived in ballast; viz.,

11	Netherlands sailing vessels with a tonnage of ..	..	1,799
1	Foreign „ „ ..	..	43
2	Netherlands steamers „ ..	..	506
2	Foreign „ „ ..	..	280

The Netherlands Trading Company chartered 110 vessels with a tonnage of about 76,800 from Java to this country, of which 64, whose tonnage amounted to nearly 41,400 were bound to Amsterdam. The freight paid by the said company in 1867 was about 510,900*l.* sterling.

Trade and Commerce.

The following details relate to the imports, exports, and fluctuations of the most important articles of commerce during the year 1867.

Coffee.—Business in Java coffee was limited to the wants of the day; there was no speculation, consequently the market was dull and depressed, and prices, particularly of inferior qualities, went down, until the Netherlands Trading Company's sales in September, when the market rallied. Ordinary sorts were materially influenced by the low price of Brazil and Lautos coffee. The better kinds, especially good white, and pale yellow Java were less affected by tho fall, and were in demand at prices that were high in proportion to those of the ordinary qualities.

Comparative Statement of the Imports of Coffee in 1866 and 1867.

	1866.		1867.	
	Bags.	Casks.	Bags.	Casks.
By the Netherlands Trading Company..	846,821	..	1,018,270	..
By Private Merchants { East Indies ..	239,228	1,316	207,293	1,273
By Private Merchants { West „ ..	13,395	149	20,404	55
Total	1,099,444	1,465	1,245,967	1,328

The following is a comparative statement of the stock on hand on the 31st of December, 1866 and 1867:—

	1866.		1867.	
	Bags.	Casks.	Bags.	Casks.
Netherlands Trading Company	187,889	..	264,581	..
On Warrants	114,360	..	139,275	..
Private Merchants { East Indies ..	22,200	300	23,500	..
Private Merchants { West „ ..	12,300	..	10,000	..
Total	336,749	300	437,356	..

Tea.—Nothing very remarkable took place in the tea market, excepting in Java Pecco, which experienced a considerable rise during the latter part of the year under the influence of a brisk demand for exportation; there was not much fluctuation. With regard to China tea, prices followed those of the London market. Ordinary kinds, which at the beginning of the year were firm, afterwards fell a little. Superior qualities, of which the stock was small, were to be had at a moderate figure up to nearly the close of the year when there was a rise.

In consequence of the great quantity put up for sale, the Java tea auctions which were held in the spring went off at reduced prices, which somewhat later attracted the attention of foreign merchants. Several small parcels were resold advantageously, and prices rose, so that at the end of the year ordinary Java fetched about 75 cents per half kilo.*

Comparative Statement of the Imports of Tea during the last five Years.

Qualities.	1863.	1864.	1865.	1866.	1867.
	¼-Chests.	¼-Chests.	¼-Chests.	¼-Chests.	¼-Chests.
China Tea	21,680	18,052	15,877	17,574	21,087
Java „	22,336	27,321	28,364	32,866	28,953
Japan „	153	29	18	..	..
Assam „	38	..	..	..	..
Total ..	44,207	45,402	44,259	50,440	50,040

Sugar.—As in the past year this article was influenced, more especially in the commencement of the year, by the uncertainty of political events. Transactions again were limited to the requirements of the day, and there was no speculation. The year opened at about November prices, but in a short time the market, under the influence of the low rate of discount, and better news from England and Germany, became firm, so that towards the middle of January there was a considerable business done at an advance of 1 florin per 100 kilos. This rise was but temporary, and up to the end of April, the market remained in a state of depression. At the March sales, brown and light brown realised from 50 cents to 1 florin, and white from 1½ to 2¼ florins below the November prices. After the above sales, prices again fell from 2 to 2½ florins, notwithstanding the momentary demand for exportation chiefly to Sweden, but in May the market revived, as there was a brisk inquiry for refineries, and at the sales which were held at about this period, white sugars were disposed of at from 50 to 75 cents below, and brown and light brown at about March prices. Towards the end of May, and the early part of

* 60 cents are equivalent to 1*s.*, and 100 cents (a florin or guilder) to 1*s.* 8*d.* sterling.

A kilo, or Netherlands pound, is equivalent to 2 lbs. 3 oz. avoirdupoise.

June, there was more activity, mainly for France, where the effect of the deficient beetroot crop began to show itself more and more, as well as for Belgium, Sweden, and Russia; but this briskness was but short-lived, and ere the end of June a slight reaction manifested itself. Nevertheless, the July sales passed off tolerably well; white sugars were a fraction lower than in May, and other kinds remained stationary; afterwards a good deal was bought for refiners, and for exportation to the Mediterranean. In August, the demand declined, and only some small parcels changed hands at 1 florin below the July quotations. It is true, that the rise of beetroot in France, and more favourable news from England occasioned a transient improvement in the first part of September, but in a very short time there was a general depression, so that the September sales passed off at from 25 to 50 cents for brown, and light brown, and at from 50 to 75 cents for white sorts below what was given in July. It was not before the middle of October that business improved, both in raw and refined sugar, and in consequence of the rise in London, and the deficient beetroot crop in Germany, the market wore a better aspect. Some lots of white Java sugar were purchased for Germany at about 1 florin above what was paid in September, and at the November sales from $1\frac{1}{2}$ to $1\frac{3}{4}$ florins was given above September prices. At the end of the year there was much depression.

The report of the colonial harvest has been on the whole encouraging, more particularly in Havana.

From Martinique and Brazil, however, the news have been less favourable.

Comparative Statement of the Imports of Raw, and the Exports of Raw and Refined Sugar during the last three Years.

	1865.	1866.	1867.
	Nethl. Pounds.	Nethl. Pounds.	Nethl. Pounds.
Imports, raw	115,300,000	116,300,000	108,200,000
Exports, raw	27,580,000	15,170,000	16,520,000
,, refined	74,913,800	82,327,200	77,989,200

Comparative Statement of the Qualities and Quantities of Refined Sugar exported during the last three Years.

Qualities.	1865.	1866.	1867.
	Nethl. Pounds.	Nethl. Pounds.	Nethl. Pounds.
Melis and Lumps	72,986,000	81,123,500	76,871,600
Candy	1,038,800	726,000	568,300
Bastard	501,000	377,700	549,300
Treacle	388,000	100,000	..
Total	74,913,800	82,327,200	77,989,200

Molasses.—Under the influence of the heavy duty (6 florins per 100 kilos.), the imports show a much smaller cipher than in former years. Very little came from Cuba. This deficiency was in some measure compensated for by importations from Surinam, but in December, the stock was exhausted. It would be beneficial to trade were this duty reduced to 3 florins as it was formerly.

Tobacco.—There was only one kind of American tobacco, viz., Maryland, in which it can be said that any amount of business was done;

prices, however, were exceedingly low during a good part of the year, which may be attributed to the successive sales of old parcels, and of some other sorts of damaged tobacco of a very inferior quality. After these sales, there was a gradual amelioration, but not to any great extent, because of the competition of other kinds; and besides, although the flavour of the crop was satisfactory enough, the colour was deficient. Fine coloured tobacco was scarce, and became more so towards the end of the year, so that prices rose considerably. It was the same with ordinary tobacco of fine leaf, which it was impossible to procure at the former price. All other American sorts were but of secondary importance.

The large quantities of Java tobacco that were put up for auction were readily disposed of; good wrappers may be said to have sold well, and even middling qualities often realised high prices. Ordinary Java went off moderately. The prospects of the harvest were cheering.

Country grown tobacco has been depressed, and it was not until nearly the close of the year that the demand enlivened, brought about chiefly through low prices. The crop was estimated at 3,000,000 kilos., and proved to be of a variable quality.

Comparative Statement of the Imports of the Various Kinds of Tobacco during the last five Years.

	Hogsheads.			Packages								
	Maryland.	Kentucky.	Virginian.	Java.	Brazilian.	Porto Rico.	Rio Grande.	Havana.	Cuba.	Seedleaf.	Columbian.	St. Domingo.
1863	4,349	1,196	...	57,748	8,196	...	...	242	118	...	417	630
1864	7,696	241	...	49,112	...	...	...	983	80	89	...	...
1865	4,903	378	...	61,087	...	2,523	...	210	...	225	...	...
1866	8,217	297	106	53,862	...	75	...	109	...	71	...	45
1867	9,642	141	55	58,923	...	...	2,050	250	48	200	...	321

Rice.—The commerce in this article was altogether satisfactory. For importers, rice peeling mills, and for trade in general, the state of the market was almost throughout of a nature to sell to advantage. In the spring, prices were already well kept up through the small stock and steady demand. Importers were actually without unpeeled table rice, and the small provision of clean was speedily exhausted. A little later there arrived well nigh 20,000 bags of unpeeled table rice, the quality of which did not quite come up to expectation, although a part of it was of a very superior kind, so that the demand for first-rate table rice was supplied. Several cargoes of Java and Sourabaya rice that arrived in succession were partly disposed of whilst floating, and partly after arrival at a steady figure. However, in August, when importations increased, prices could not well be sustained, and holders were compelled to come down. Bassein rice for the first few months was much sought for at rising prices.

In the autumn, 22,000 bags were imported. This was the only rice received from the British East Indies during the entire year.

Cotton.—Throughout the year there was a great want of activity in this article, prices fell continually, notwithstanding that in England the imports were less, and the consumption greater.

The imports of North American sorts at this port were greater than in the preceding year, but from Bengal, Suratte, and Tinnevelly, the arrivals were less.

Comparative Statement of the Qualities and Quantities of Cotton imported during the last five Years.

Qualities.	1863.	1864.	1865.	1866.	1867.
	Bales.	Bales.	Bales.	Bales.	Bales.
North America	..	585	106	3,155	6,881
Surinam and Nickerie	298	203	287	303	348
Suratte, Bengal, and Tinnevelly ..	6,362	10,422	12,066	25,634	18,808
Netherlands East Indies	..	601	339	..	..
Japan	..	2,688	551	215	..
China	..	109	537	293	177
Levant	131	50	214	11	..
Brazil	..	..	..	267	1,182
Smyrna	..	..	..	..	74
Total	6,791	14,658	14,100	29,878	27,470

Wool.—But little wool came to this country, and business was slack yet the small quantities that did arrive, as well as what remained on hand of the old stock, were readily got rid of; 123 bales of cape wool that were warehoused in December were not brought into the market. Prices gradually fell, and got down to a figure not experienced since 20 years.

Country wool remained well nigh all unsold, prices were almost 40 per cent. lower than in 1866.

Indigo.—Generally speaking, there was not much fluctuation in prices, yet business was exceedingly brisk. At the Netherlands Trading Company's sales in May, Java indigo of fair middling and fine qualities brought from 20 to 50 cents. per ½ kilo. more than in October of the preceding year; whilst on the other hand, ordinary sorts were stationary, and in some instances even a fraction below the October quotations. At the autumn sales, fine kinds fetched from 60 to 80 cents, and fair middling from 40 to 50 cents more than in May, but in ordinary qualities there was no variation.

The importations on private account were considerable, and procured high and rising prices, particularly the fine and superior kinds, for which from 40 to 50 cents. above valuation was paid.

In the fall of the year, 547 cases of Bengal indigo, imported direct by the Trading Company, were put up for auction, and disposed of at 20 cents above the estimated value. Another lot presented on private account met with equal success, since which small quantities from time to time changed hands at steady prices. The news of the Bengal crop was anything but favourable.

Superior qualities of Caracas, Guatimala, and Mexican indigo were speedily sold, ordinary were first of all withdrawn, but afterwards met with purchasers.

Cochineal.—The Company's sales of Java produce were limited to 116 cases, which realised good prices; afterwards 68 cases were publicly sold on private account. Nothing very remarkable occurred in this article, as what was done was confined to importations from England.

Of West Indian, Teneriffe, and Honduras cochineal not much was imported, and prices varied but little.

Resin.—American resin was on the decline, opening at from 6 to 6¾ florins per 50 kilos.; brown fell to from 4 to 4¼; and transparent brown to from 4¾ to 5 florins.

French resin followed the same course.

Turpentine.—In the spring American spirits of turpentine were sold

floating at from 22 to 22½ florins per 50 kilos., but in consequence of many importations fell to from 15¾ to 16½. Towards the close of the year there was a slight reaction.

In French turpentine, prices fell proportionately.

Petroleum.—This article continues to increase in importance, and the imports have doubled those of the last year. During the first few months, nothing extraordinary happened, and in May prices had fallen from 24 to 20 florins per 100 kilos., caused for the most part by excessive arrivals, and the low figure in the foreign market. This continued throughout the month of June, when prices were at their lowest, namely, 18½ florins. Yet this low price produced an increased demand, and the market became steady, so that in July and August, 22 florins could once more be had, and the demand still continuing, 28½ florins were quoted in October. At the end of the last-named month, however, the depression in the foreign market reduced prices to 24 florins. The simultaneous arrival of several cargoes, coupled with the continued depression abroad, caused holders to sell at from 21 to 23 florins, and the year closed at from 20 to 22 florins with a brisk demand.

Refined petroleum from England varied from 17 to 25 florins, duty included, according to quality. The trade in this article was of but little importance through its inferior quality.

Metals.

Tin.—In consequence of the importations in Banca tin being so far below those of 1866, prices were not only well sustained, but rose considerably. The lowest quotation was 50¼, and the highest 55¾ florins per 50 kilos., against 44½ and 57½ respectively in the preceding year. It appears that the rumour spread in the course of the summer, of the produce of the Island of Banca having decreased, is without foundation. Official reports state that far from the mines being exhausted, new and richer ones have been discovered, the working of which has already begun.

The quantity of Billiton tin increases annually, the quality being good, and the price in general from 75 cents to 1 florin below banca: this produce has constantly met with buyers, particularly for France.

Copper.—Transactions in this metal were insignificant, and prices low. The actual quotation was 46 florins per 50 kilos. for Droutheim. No Russian, American, or Australian copper was to be met with.

Lead.—Considerable quantities of Stolberg lead were purchased for export to Russia at 11¼ florins per 50 kilos.

Hides.—The importations from South America by the Netherlands Trading Company amounted to 12,923 salted, and 3,702 dried Buenos Ayres ox and cow hides. These were offered for sale in August, and were disposed of above their estimated value.

The importations of East India hides exceeded those of 1866. They met with a continued sale, and, especially buffalo, fetched high prices.

Country hides went off at rising prices, and the market closed at a firm figure.

Horns.—Foreign horns readily found purchasers. The importations consisted of 19,500 from Buenos Ayres, and 29,148 from the East Indies; on the other hand, country horns were not much sought after.

Hemp.—There was more activity in this article than in the previous year. Prices of Baltic hemp were not only well kept up, but rose from 6 to 8 florins per 150 kilos.

Italian hemp rather went down.

There was a great difference in the qualities of the same assortments; for instance, the price of portions of the same mark varied at the same

moment about 8 florins; so that it is somewhat difficult to say whether there was actually a rise or fall.

The importations of Mediterranean hemp were large, and for the most part found buyers. In country hemp there was a great deal of animation, and the rise was considerable; but the harvest was deficient in quantity.

Grain.—Wheat continued to be in little request for home consumption, manufacturers preferring to supply themselves direct from abroad. Notwithstanding this, there was towards the end of the year a great advancement in prices, caused chiefly through the inferior harvest in this country, as well as in the greater part of Europe, and the small stock on hand.

In rye there was constant activity. During the first three months of the year no great variation however was experienced on account of there being an abundant stock, but towards the close of May there was already a visible improvement. In June the demand became slacker, and importations increased, which brought about a slight decline. When the news was confirmed of a bad harvest in some portions of Europe, the demand began to get brisk, and the prices reached were 320 florins per 2,100 kilos. for Odessa, 318 for Taganrog, and 314 for St. Petersburgh. Towards the end of the year the market was calmer.

Transactions on delivery were important, and there was much fluctuation.

In barley there was no variation up to October, when the excessive prices of other grain influenced this article. There was however not much done excepting for manufacturers.

With oats there was a continued clamness. There was a much more lively business in buckwheat than for many years past. Already in February there were many symptoms of much improvement, and in August this produce had got up to a very high figure.

With clover seed transactions were for the most part confined to what was wanted for the interior; prices varied from 29½ to 34 florins per 50 kilos. for red, and from 40 to 51 for white

Until September but little was done in canary seed; later there was some activity, and prices mounted up to 14 florins per mud.*

Agriculture.

A feeling of general satisfaction prevailed amongst farmers in consequence of the capital harvest. A large quantity of wheat was sown and harvested in fine condition. Rye was excellent, and though the cultivation was small, the crop was satisfactory. A fair quantity of good barley was got in, but oats suffered in some measure through the wet weather in autumn, which however only affected the quality. Rape and canary seed were extensively cultivated, and turned out beyond all expectation; the same may be said of buckwheat and potatoes. Peas and beans succeeded remarkably well both as to quality and quantity. Apples were a total failure, but pears were abundant.

Butter and Cheese.—The quantity both of butter and cheese was less than in the previous year, mainly because of the small produce in those districts which had suffered from the cattle plague, The stock of cattle having been so much reduced by sickness, farmers were compelled to import not only from the neighbouring provinces, but even from abroad, and in many instances they purchased beasts of inferior breeds, which did not tend to improve the quality of the dairy produce, which, however, under the circumstances, was pretty fair.

* A last is equivalent to 30 muds, and 1 mud to 2⅔ bushels.

Public Works.

The Amsterdam canal works progressed satisfactorily until the latter part of the year, when pecuniary difficulties, by no means uncommon in great undertakings, arose, and though these have not as yet been surmounted, still there is every probability that matters will ere long be made smooth, and the works resume their former activity.

In May the line of railway from Haarlem to Castricum was opened, thereby completing the communication between Amsterdam and the Helder.

General Remarks.

The rate of exchange on London, during the past year 1867, has varied from 11 florins 77 cents to 11 florins 96 cents per 1*l.* sterling.

Amsterdam, April 30, 1868.

PERSIA.

TABREEZ.

Report by Mr. Consul-General E. Abbott on the Trade of Tabreez for the Year 1867.

I MENTIONED in my last Report on trade that the commercial prospects of the country for the ensuing year were not encouraging. It was feared that the depression in business which had occurred in 1866, arising from various untoward circumstances connected with the trade and resources of the country, might probably continue some time longer; and that this apprehension was not groundless was shown by the experience of the past year, during which trade was much depressed, and was believed to have been unremunerating to those engaged in it, more especially to the foreign houses established here. The value of European importations continued to decline for the greater part of the year, and, in some unexplained manner, cotton manufactures became, comparatively speaking, cheaper here than in the country from which they are brought. Money was extremely scarce, and credit bad; and the foreign houses were all obliged to reduce their commercial operations considerably. On the other hand, the native importers exhibited increased activity in their business; and, in consequence of the depressed state of trade, and great competition in commerce at Constantinople, they appear to have obtained credit there very freely and on advantageous terms; so that they have more than made up, by their increased operations, for the shortcomings of the European houses established here. The usual importations from Europe have therefore not fallen off during the past year, and those which arrive from England have actually exceeded in quantity the supplies brought to the market in 1866 by about 9 per cent.—a circumstance not anticipated last year; and I must further remark that the stocks of goods remaining unsold at the close were smaller than at the commencement of 1867.

The scarcity of money, especially of the coinage best suited to exportation, can only be attributed to the failure in the produce of silk in Ghilan during the last two seasons, which has in a great measure deprived the country of the supply of foreign coin usually brought for the purchase of that article. Gold has been at a very high premium, though its exportation in the coinage of Persia has been under prohibition for more than a year past. The depreciation in the silver coinage was noticed in my last Report. These two circumstances have greatly added to the difficulty which has always existed in Persia of making saving remittances to Europe. Still, the merchants were generally able to negotiate bills to a certain extent through Russia, which answered very well; but latterly the exchanges have been so unfavourable that this resource in remitting has for the present failed them.

It is still considered that the foreign trade of the country is in a precarious and discouraging state, and that, for a time at least, it will be considerably reduced in value and importance, which will be mainly attributable to the failure of the silk raccoltas which has already taken place, and the expected deficiency in them for a season or two longer. The prosperity of the foreign commerce of the country greatly depends

on that of the silk trade, as all the other productions of the kingdom which are suitable for exportation from this side do not at present furnish returns for one-half of the merchandize annually imported from Europe. It is true that all the silk produced in Ghilan in ordinary seasons, and at ordinary prices, did not probably exceed in value the sum of 600,000*l.* or 700,000*l.* sterling; but this article kept alive the foreign trade, being the only valuable and marketable production which could be exported from this side of Persia in any considerable quantity; and of late years it has nearly doubled in value by the rise in prices elsewhere.

Though every province of Persia appears to be adapted by its climate to the production of silk, this branch of industry has been very little followed in the upland country. Small quantities of it are produced in many parts of Azerbaijan, which, however, have no effect on the market; and it is to be regretted that greater attention is not bestowed on its production, but the people are slow to embark in any undertaking which is either new to them, or which does not promise an immediately remunerative result. The Sudar Azeez Khan, lately governor of this province, caused a vast number of mulberry trees to be planted in a fertile district near the Lake of Ouroumieh, intending them for the production of silk. Nothing, however, has resulted from this attempt. The Sudar is old and infirm, and at his death probably no more will be heard of the plan he had formed for the improvement of the district in question.

The province suffered considerably last year, through the failure of a great part of the usually abundant crops of fruit through unseasonable cold in spring, and by injury done to the cotton plants from hail-storms during the summer, and from early frost in autumn. The crops of almonds and other tree-fruit, and the produce of the vineyards, were in great part lost, and, generally speaking, only the ground-fruit escaped uninjured. The loss can only be estimated on a rough guess; but, from the great extent of land devoted to the cultivation of fruit, and from the accounts received of the entire failure of the cotton in many parts of the country, no doubt remains of the very serious deficiency in the usual resources of the province from these misfortunes. It too often happens that, in treating of Persia, one has some unlooked-for loss or calamity to record.

Against the foregoing mischances, however, there is the fact of abundant harvests of grain last autumn throughout the province, so that wheat in this part of the country is at present at the ridiculously low value of 4 and 5 shahees per maun, which is equal to only 11½*d.* to 1*s.* 2½*d.* per bushel. Rice, according to quality, is at 20 to 27 shahees per maun, or 9*d.* to 1*s.* per 10 lbs. English. The former of these articles might, by its price, suit as an export during the present high rates in Europe, and there are considerable stocks of it in the province which cannot be sold, but a prohibition exists to the exportation of grain; and even were the article free, no one, I believe, would at present engage in an enterprise of so much difficulty and risk as the transmission of this article from Persia for embarkation at a distant point in Turkey or Russia.

Cotton was in a great measure abandoned last year as an export from this part of the country, only 4,567 bales appearing as the quantity sent away, against 13,000 bales in 1866. Heavy losses were sustained early in the year by those who trade in the article to Russia, so that little of it was afterwards sent in that direction, and there being no encouragement to export it to Europe during the greater part of the year; its value fell in autumn to about 3 kerans a maun, at which rate even it failed of purchasers for a time. This article of the growth of Persia, so little in favour in English markets, often finds a ready demand

in France. It is reputed to be superior in strength of fibre to the cotton of Bengal, and could cheap conveyance be found for it to the coast of the Black Sea, it might rise in importance as an occasional export to Europe.

There are no other than the foregoing articles of produce to which I need draw attention in the present Report.

The extent and value of British trade in the importation of cotton manufactures in 1867 may be reckoned as follows :—

		£
25,913 Packages of	Printed Cottons at £28	725,564
14,157 „	Plain „ £15 10*s*.	219,433
40,070 Packages valued at		944,997

(the latter sum representing the cost with charges to the gates of Tabreez), against 37,234 packages, and a value of 1,107,441*l.* in 1866. Though the quantity of the foregoing goods was greater in 1867 than in 1866, they were of considerably less value from the previous fall in prices in Europe. Of these importations, 4,993 packages appear to have been brought by the Russian line, through Poti and Tiflis ; and 9,428 packages of other goods, principally sugars, were also received by that route, which is by degrees coming into favor with the merchants, and may eventually absorb the whole transit trade to this place, now carried on through Trebizonde and Erzeroom. Turkey having again abandoned the project of opening a carriage road from the Black Sea coast to the Persian frontier, leaves Russia to profit by her neglect, and any effort she may hereafter make to preserve within her own territory the present carrying trade, will propably be too late to save it from following in another channel.

We have some data by which to check the returns furnished by the Tabreez Custom-house of British commerce in this quarter, but an accurate statement of the whole commerce of the country is not obtainable. I have spared no pains year after year in the endeavour to acquire the necessary details, to enable me to draw up a full account of the trade in all its branches, but have invariably found that the careless system of account keeping at the Custom-house, and the false and distrustful character of the officers of that establishment, have baffled my utmost endeavours. The greatest discrepances are found in the returns furnished for different years, for which sometimes no other reasons can be assigned than those I have mentioned. With this explanation I will subjoin a list of the principal articles of import and export (separate from the trade in English manufactures already noticed) as obtained from the Custom-house, and must be excused from any responsibility as to the accuracy of those details, many of which will be observed to differ very considerably from the previous statements.

Imported from Continental Europe.

	£
Woollen Cloths, principally German—	
536½ mule loads, value at £196 per load	105,154
Loaf Sugar, chiefly French—	
14,647 mule loads, value at £9 per load	131,823
Crushed Sugar, believed to be Dutch—	
1,080 mule loads, value £7 per load	7,560
Tea, from France, Germany, and Holland—	
428 mule loads, value at £45 per load	19,260

Exported to Turkey and Russia.

	£
Raw Silk—	
1,300 ballots, value at £50 per ballot	65,000
Raw Cotton—	
4,567 pressed bales, about 82,200 mauns, or 822,000 English lbs., at £4 per bale	18,268
Tobacco of the quality, called Tumbakoo—	
18,167½ mule, camel, and ass loads	63,000
Kuman Shawls—	
409 mule loads at £86	35,174
Kham Khalaat, consisting in part of English Calicoes dyed in Persia, of dyed Persian Calico called Kadek, and a great variety of Printed and Dyed Cottons of Native Manufacture—	
7,832 mule loads, at £48 per load	375,936
Silk Manufactures of Persia—	
21 mule loads at £307	6,447
Leather, called Turnadj—	
558 loads at £40	22,320
Lambskins of Shiraz and Baghdad—	
589 mule loads at £58	34,162
Fox and Marten Cat Skins—	
134 mule loads at £113	15,143
Safflower—	
64 mule loads at £7	448
Gall Nuts—	
61 mule loads at £11	671
Dried Fruits, only a small quantity exported, crops having been short—	
1,841 loads are marked as sent from Turkey at £3 10*s*. ..	6,443

There is little to remark on the subject of Russian, French, or German trade in this place. The first of these has been even more restricted than usual, the traders having been unfortunate in their speculations in cotton and dried fruits. The whole Russian trade, whether of import or export, is, as I have remarked before, of very small importance, and has made no progress in the last few years. French commerce in this place has probably attained the highest figure it is likely for the present to reach. I considered it to be worth in importations, in 1866, about 180,000*l*., and the only Frenchman engaged in it here values it for the past year at only 145,000*l*. Germany maintains her position in the market for cloths, which form the principal importations from that country.

Tabreez, April 20, 1868.

PERU.

ISLAY.

Report by Mr. Acting-Consul Birnil on the Trade of Islay for the Year 1867.

Owing to a number of adverse circumstances, but principally to the late revolution in the country, by which, during the last six months of the year, trade in all its branches was completely paralyzed, the returns for the year 1867 will scarcely bear comparison with those of the preceding year, more particularly with reference to the exports.

The direct imports, as will be found on reference to the annexed statement, have slightly increased, this, however, does not represent the actual consumption as the greater part of the goods still remained in bond at the close of the year.

The direct imports are also greatly affected by the desire shown by the small traders of the interior to make their purchases in Lima and Callao; the facilities offered by the Steam Navigation Company, whose steamers run with the greatest regularity to all parts of the coast, holding out strong inducement to the retail dealer to find for himself the cheapest market; this, combined with the removal to the capital of those who, having means, believe that their property is safer at some distance from the seat of revolution, tends to limit the quantity of goods imported direct to Islay.

The proportion of imports from the different countries in Europe remained much the same, and no advance can be reported in the consumption of any particular article.

With regard to the exports the table (also annexed) will show a considerable decline, the revolution having had a very damaging effect on this branch of trade, the siege of Arequipa having in a manner closed all transactions in wool and bark, which form the principal articles of export.

A greater quantity of specie than usual has also been exported during the year, which if deducted from the total will show that the falling off in the exports of goods has been very considerable indeed.

The shipping has also suffered from the same causes, and the return will be found to exhibit a considerable decrease.

Some hopes are held out that the new Government established will bring renewed activity to trade in this part of Peru, and indications are not wanting to show that an effort will be made to relieve the existing depression; the scheme of a railway from Islay (or some points near thereto) to Arequipa has again been taken up, and there is very little doubt that the work will be undertaken, as it involves not only commercial but political interests, it having become apparent that Arequipa can only be withheld from continual revolution by attention being attracted to a public work, which cannot fail to open up fresh sources of industry.

Nothing further has to be reported from this Consular district.

Shipping and Navigation.

Statement of British and Foreign Shipping Entered and Cleared at this port from the Year 1863 to the Year 1867 inclusive.

Years.	Entered.		Cleared.	
	Number of Vessels.	Tonnage.	Number of Vessels.	Tonnage.
1863	54	19,319	54	19,319
1864	37	16,743	37	16,743
1865	36	16,826	36	16,826
1866	41	17,570	41	17,570
1867	31	14,560	31	14,560

Trade and Commerce.

Value of Imports and Exports during same period.

Years.	Imports.	Exports.
	£	£
1863	323,827	405,581
1864	175,011	461,334
1865	186,051	428,421
1866	249,799	483,822
1867	287,011	347,452

Islay, 1868.

PORTUGAL.

MADEIRA.

Report by Mr. Consul Hayward on the Trade of Madeira for the Year 1867.

Shipping and Navigation.

The following statement of arrivals and departures of vessels at the port of Funchal during each of the last five years shows a considerable increase in the amount of both British and foreign tonnage in the year 1867, as compared with any of the previous five years.

Years.	Entered.					
	British.			Foreign.		
	Number of Vessels.	Tonnage.	Number of Crews.	Number of Vessels.	Tonnage.	Number of Crews.
1863	139	40,837	3,164	116	32,476	2,049
1864	217	68,512	4,472	121	29,864	1,724
1865	174	69,835	4,164	84	18,398	1,010
1866	147	72,357	4,118	111	24,137	1,604
1867	192	79,782	4,523	118	37,499	2,091
	Cleared.					
1863	128	38,973	2,865	119	32,805	1,075
1864	217	67,201	4,643	120	29,790	1,716
1865	182	72,337	4,374	84	18,022	1,000
1866	147	72,557	4,124	108	23,795	1,580
1867	193	79,901	4,530	119	37,422	2,106

The chief cause of this increase is attributable to a greater resort to this place of steam ships to obtain supplies of coal.

There have been no material local changes at this port affecting British shipping since last year.

Trade.

The following is a comparative statement of the amount of the trade of the island of Madeira during the last five years, according to Custom-house returns.

Years.	Imports.		Exports.	
	British.	Foreign.	British.	Foreign.
	£	£	£	£
1863	104,450	76,375	44,110	35,893
1864	105,000	106,085	45,050	40,263
1865	118,450	116,251	46,185	41,900
1866	103,730	139,426	41,770	41,029
1867	100,810	146,623	52,583	50,595

This Table exhibits a decrease in the amount of imports in British vessels, and an increase of the amount of imports in foreign vessels during the year 1867, as compared with those of the year 1866.

The amount of exports shows a considerable increase in the year 1867, as compared with any of the previous five years.

Quarantine and Lazaretto.

The quarantine regulations of this place remain unaltered since last year.

A spacious and commodious lazaretto has been constructed during the past year towards the eastern side of the Bay of Funchal.

Although the establishment has not yet been organized the building is considered as available for use.

Agriculture.

The cereal crops of the year 1867 are estimated to have produced sufficient grain for about eight months of the island consumption.

It is estimated that the sugar cane crop for the year 1867 yielded 645 tons of sugar, and 162,000 gallons of spirit.

The vintage of the year 1867 is estimated to have produced about 4,000 pipes of wine. The season was a most favourable one, and the wines of this vintage are considered to be of very good quality.

Madeira, May 19, 1868.

RUSSIA.

ARCHANGEL.

Report by Mr. Consul Renny on the Trade and Commerce of Archangel during the Year 1867

Shipping and Navigation.

This year has been a disastrous one for the shipping visiting this port. Spring was unusually protracted, severe frosts having been experienced up to the middle of May, old style, and the ice did not move from the Dwina till the 21st, whereas the average date of the opening of the river is the 2nd May. Vessels for Archangel and Oniga meanwhile had proceeded from foreign ports, at about the usual time for sailing, and they arrived in the White Sea on and about the 3/15th June, when it was still full of ice of extraordinary strength. As the first vessels have generally to push their way through some ice, shipmasters did not apprehend any unusual danger in pressing on, and the consequence was that a fleet of about 200 vessels got fixed in the vicinity of Cape Orlov and remained there from 8 to 14 days at the mercy of the currents. At each turn of the tide some vessels were crushed in the pack, others were driven ashore, and before the fleet was released 54 vessels had been lost and abandoned, and none escaped without damage. The first vessel arrived in port on the 12/24th June.

Of the abandoned vessels, 15 were subsequently brought into port, so that the number actually lost were 39, of these 18 were British. Of the abandoned vessels recovered, only one was British. Fortunately there were no lives lost. The greatest risk of loss of life lay in the shipwrecked crews being left for a time without provisions and without adequate shelter, as while the ice remained packed the assistance sent from Archangel could not be expected to reach them.

The greater number of the crews were relieved by passing vessels, others by vessels sent from here by the foreign Consuls, and the last of the shipwrecked men were brought to Archangel on the $\frac{23\text{rd June}}{5\text{th July}}$ by the British steamer "Ashford," which vessel had been sent back from here to the coast by instructions received from the Foreign Office.

The steam transports "Montezumo" and "Brenda," sent out by our Government to the relief of the shipwrecked crews, arrived here on the 4/16th July, and 131 persons were delivered to Staff Commander McDougall, the senior officer of the expedition, to be conveyed home.

To prevent, as far as possible, the recurrence of such disasters, I suggested to the Board of Trade that I should telegraph every spring about a week before the river is expected to open, and again when it actually opens, so that shipowners might be aware when the White Sea is likely to be clear, before they despatch their vessels on this voyage. It is proved, by the experience of many years, that vessels do not get into Archangel sooner than about three weeks after the opening of the river, so that it would be time enough for vessels to proceed after the receipt of the first or second telegram, according to the distance of their port of departure. The Board of Trade having approved of my suggestion the telegrams will be forwarded as stated, and on their receipt will appear in the "Mercantile and Shipping Gazette."

Another misfortune threatened the trade of the port this year, in the shoaling of the usual ship channel of the Dwina, the depth in it being reduced from 14 feet to about 11 feet. The first vessels which left the port could only get out with great difficulty and by incurring considerable expense for lighterage, but the merchants meanwhile arranged to have other channels of the river surveyed, and fortunately found one, the Maimax, of fully 14 feet depth throughout. By permission of the authorities this was at once adopted as the ship channel, and the fears of all concerned in the trade and navigation were thus happily relieved.

The number of vessels which has visited the port during the past year has not been so large as in 1866, but it exceeds that of the five years' average. British shipping shows a considerable falling off even on the average amount, a fact for which it is difficult to account fully. Partly it is attributable to a larger proportion of produce than usual having been shipped to the continent. It is to be observed that the tonnage does not fall off in like proportion to the number of vessels.

Notwithstanding the complaints of masters of steam vessels that the Archangel voyage does not remunerate them, 12 steamers, all British, have visited the port this year, and this improved communication may now be looked upon as established.

The average amount of British shipping cleared from the port in the five years ending 1866 was :—183 vessels, of 39,966 tons, against this year's 135 vessels, of 35,692 tons, while the average total of all the shipping cleared in the same period was :—461 vessels, of 95,692 tons, against this year's 473 vessels, of 108,224 tons.

The subjoined Table exhibits the amount of shipping cleared from this port in each of the five years ending 1867, distinguishing the amount of British shipping and its share in the indirect carrying trade.

Years.	Total Amount.		British Shipping.		British in Indirect Carrying Trade.	
	Number of Vessels.	Tonnage.	Number of Vessels.	Tonnage.	Number of Vessels.	Tonnage.
1863	354	68,870	187	35,989	3	939
1864	482	102,679	160	34,771	6	1,465
1865	406	92,670	182	44,157	8	1,708
1866	516	112,117	167	39,831	2	486
1867	473	108,224	135	35,692	7	2,269

The amount of Russian coasting shipping employed in the trade between this port and Norwegian Finmark, which is not included in the above, was as follows :—

Russian Coasters cleared for Norwegian Finmark.

Years.	Number.	Tonnage.
1863	181	9,180
1864	179	9,082
1865	212	10,220
1866	207	9,478
1867	209	10,190

Coasting Trade is not of much importance, and there are no data for ascertaining its amount.

Shipbuilding.—One vessel of 834 ton has been launched this year. No more are to be built, at least the only company who has for the last ten years been engaged here in building and sailing the ships has given up the trade, it having proved to be a very losing occupation.

Port Regulations.—Under this head there in nothing new to report.

Freights.—The highest and lowest rates paid to the east coast of Great Britain were as follows :—

Articles.	Highest.		Lowest.	
	s.	*d.*	*s.*	*d.*
Linseed .. .. per imp. qr.	4	6	4	3
Oats .. .. „	3	10½	3	6
Flax .. .. per ton	42	6	..	..
Tar .. .. per barrel	4	9	4	0
Deals .. per stand. hundred	75	0	70	0

The freight of oats is now in many instances chargeable on 320 pounds weight instead of on imperial quarter, and in future this basis will probably become the rule.

Trade and Commerce.

Exports.—Notwithstanding the decrease in the amount of shipping, the export trade shows a slight increase in value over last year. This is owing to the principal falling off in quantities exported being in the articles of tar, pitch, mats, deals, comparatively cheap products, while linseed, one of our dearest articles of export, exhibits an increase of about 75 per cent.

As a great proportion of the large supplies of linseed was however shipped to the Continent, the value of the exportation to Great Britain shows a considerable decrease compared with 1866.

The average value of the exports for the five years ending 1866 was 1,017,973*l.*, whereas this year's amounts to 1,250,952*l.*

To Great Britain the average value exported to same period was 705,545*l.*, and this year it is 723,608*l.*

The following Table shows the value exported in each of the last five years.

Total Value of Exports.

In 1863.	In 1864.	In 1865.	In 1866.	In 1867.
£	£	£	£	£
796,898	928,358	1,029,002	1,206,641	1,250,952

Whereof to Great Britain.

556,173	681,848	669,704	857,129	723,608

These amounts represent the official values (which are based on the market value) with the addition of shipping charges. The sums are reduced into sterling at the exchange of 35*d.* per rouble.

The quantities of the principal articles of export shipped in the past five years, distinguishing the export to Great Britain in 1867, were as follows :—

Articles.	In 1863.	In 1864.	In 1865.	In 1866.	In 1867.	To Great Britain in 1867.
Linseed .. qrs.	8,680	51,142	73,893	64,677	111,506	31,753
Oats .. „	89,249	149,487	150,515	189,789	209,660	187,192
Rye .. „	1,381	322	36,019	33,833	32,836	..
Wheat .. „	..	1,602	232	..	..	..
Barley .. „	..	583	..	..	126	..
Flax .. tons	4,134	3,742	3,040	3,582	3,866	3,047
Flax tow .. „	4,452	5,359	4,867	5,476	4,105	3,039
Train oil .. „	701	502	491	429	655	..
Tallow .. „	68	51	34	65	93	57
Rye flower. „	6,010	5,534	7,569	7,627	7,182	..
Tar .. brls.	126,773	90,491	60,348	112,915	80,363	77,497
Pitch .. „	11,571	22,868	19,633	18,532	14,564	7,946
Mats .. pces.	307,555	367,484	374,628	639,240	523,237	442,908
Deals stnd. hnd.	10,958	20,069	14,645	17,680	15,677	12,934

The supply of linseed for shipment in 1868 will be nearly as large as in the past year, and of flax and oats it will be much larger.

The export of tar and pitch will probably continue to fall off, the foreign value of these products giving a very inadequate remuneration to the producer.

Imports.—The value of the import trade in 1867 is very nearly the same as in 1866, the respective amounts being 65,825*l.* and 66,112*l.*

The average value in the five years ending 1866 is 67,964*l.* showing a decrease in 1867 on the total of 2,139*l.*, but the trade with Great Britain has decreased 3,324*l.* compared with the average amount, it having been only 11,723*l.* against 15,047*l.*

There has been a considerable falling off in the importation of tea, but this was merely in consequence of too much being imported in 1866. The only considerable augmentation of import is shown under the head of furs (imported from Norway).

Table exhibiting the amount of importation in the past five years, distinguishing that from Great Britain.

Articles.	In 1863.	In 1864.	In 1865.	In 1866.	In 1867.
	£	£	£	£	£
Coals	198	146	399	335	..
Coffee	2,240	1,797	1,469	2,212	1,450
Tea	5,305	4,402	2,182	6,895	2,538
Sugar	2,243	..	95	179	300
Molasses	..	..	196	433	317
Lead	903	349	..	633	390
Oil	3,449	3,153	3,024	4,949	3,264
Salt	3,100	2,300	1,057	2,480	3,469
Logwood	30	445	53	343	137
Soda and bleaching powder	..	..	..	..	669
Wine	5,144	6,371	3,582	2,264	2,946
Champagne	460	721	746	175	510
Furs	5,374	1,692	2,747	1,512	4,596
Fish	41,928	39,409	36,621	40,038	39,258
Fruit	1,062	1,168	709	649	667
Machinery	6,098	2,231	766	..	848
Iron	..	80	29	..	..
Other goods	2,946	2,672	3,209	3,015	4,466
Total .. £	80,480	66,936	56,784	66,112	65,825
From Great Britain £	21,749	12,451	8,759	11,869	11,723

These amounts are taken from the Custom-house valuation which is based on the invoice cost. The reduction into sterling is made at the exchange of 35*d.* per rouble.

Market Prices of Goods.—The average prices, including shipping charges, for the principal articles of export, were as follows :—

Articles.		Free on Board Ship.		
		£	*s.*	*d.*
Linseed	per impl. qr.	2	13	1
Oats	„	0	18	4
Rye	„	1	11	3
Flax	per ton.	62	18	10
Flax tow	„	37	4	1
Train oil	„	33	10	11
Tallow	„	42	3	0
Rye flower	„	9	3	9
Tar	per barrel	0	9	4
Pitch	per cwt.	0	5	8
Mats	per 100	3	5	8
Deals ..	per standard hundred	7	11	8

For imports no market prices can be reported, as their sale is confined to retail.

Trade laws and tariff have undergone no changes this year.

Banks.—In my last year's Report I omitted to state that branches of the State Bank had been opened in Viatka and Vologda. These branches are a very great convenience to the trade of this port, as money can now be remitted to dealers by bank transfers or telegraphic orders, whereas, previously, remittances had to made in money sent by post. The expense of remitting by telegraph is the same as it previously was by post, $\frac{1}{4}$ per cent., while for bank transfers sent by post the charge is $\frac{1}{5}$th to $\frac{1}{10}$th per cent., according to the amount remitted, and in case of merchants who keep an account current with the bank, $\frac{1}{10}$th to $\frac{1}{20}$th per cent.

Rates of Exchange.—The rates of exchange here being nominally those of St. Petersburg, where the bills from Archangel are negotiated, I subjoin the monthly quotations during the year of St. Petersburg on London for bills at three months' date.

Date.	Highest.	Lowest.
January	$32\frac{7}{8}$	$31\frac{3}{4}$
February	$32\frac{5}{16}$	$31\frac{5}{8}$
March	$32\frac{1}{16}$	31
April	$31\frac{7}{8}$	30
May	$32\frac{7}{8}$	$31\frac{3}{4}$
June	$33\frac{9}{16}$	$32\frac{1}{16}$
July	$33\frac{1}{4}$	$32\frac{11}{16}$
August	$33\frac{3}{16}$	$32\frac{1}{2}$
September	$33\frac{9}{16}$	$32\frac{15}{16}$
October	$33\frac{3}{8}$	$32\frac{7}{8}$
November	$33\frac{1}{4}$	$32\frac{11}{16}$
December	$33\frac{1}{8}$	$32\frac{7}{8}$

These quotations are in pence per silver rouble.

Weights, Measures, and Monies.—The English equivalents of weights and measures as used in trade, and according to which I draw up my returns, are as follows :—

1 pound Russ	.. ..	= Nine-tenths of an English pound.
1 pood or 40 pounds Russ		36 pounds English.
63 poods ..	.. ..	1 ton
1 chetvert ..	.. ..	Seven-tenths of an imperial quarter.
100 chetverts	.. ..	70 quarters

For the reduction of Russian money into English in making up my returns this year I have calculated

1 rouble	.. ..	= 35 pence.
686 copecks	.. ..	One pound sterling.

Agriculture.—The long continuance of frost in spring made the sowing season late, and the only hope of a harvest lay in the autumn being a mild one. Instead of this, sharp night frosts set in in the beginning of August old style, which completly destroyed the grain crops and stopped the growth of potatoes. To add to this misfortune, the herring and salmon fisheries were a failure. The bulk of the labouring class were thus deprived of all means of subsistence during the long winter, and from scarcity, bread towards the new year having risen to three times its usual price, the distress became fearful. More liberal regulations as to the sale of flour from the reserve magazines, and the efforts of private parties in collecting money, did something towards relieving the distress, but the famine was only stayed through the liberal assistance rendered by the Central Relief Committee, established by their Imperial Highnesses the Czarevitch and Czarevna.

The peasants having generally speaking no means of buying seed corn they will require to have it supplied either gratis or on credit, otherwise the next winter may prove to be even a worse one for them than this.

Population and Industries.

There has been no new census since 1865. Numbers of the people seeing how very precarious their means of subsistence have become in this Government, would willingly remove to others, but they cannot without being assisted. Were the Government dues on the manufactures of tar and pitch reduced, this industry might be extended, and afford a subsistence to numbers.

At present the manufacture is unremunerative, and in this Government is on a very limited scale, notwithstanding the comparatively speaking, unlimited extent of its forests.

It is said to be proposed by the administrative authorities to raise the already high duty on foreign salt in order to enable the saltworks in this district to be worked to a profit. Such a measure would certainly benefit a few, but as the quality of the salt made here cannot compare with foreign, and the latter is absolutely necessary for the proper salting of meat and fish, an additional duty on it cannot fail to be detrimental to the interests of a population almost entirely consisting of agriculturists and fishermen.

Public Works.

Telegraph.—Since last August messages are allowed to be transmitted from here in English, which is a very great convenience, particularly to our shipmasters.

Railway.—A line from Viatka to the mouth of the Vichegda (where it joins the Dwina) has been surveyed at the expense of the merchants here, and a concession for its being laid down and a guarantee of five

per cent. on the cost is being asked from Government. This line would be of immense importance to the trade of the port, by removing most of the dangers of the inland navagation and giving the means of bringing down produce throughout the summer. Through its means it would even be possible to ship produce of the same year's growth. The length of the line is 325 versts (215 miles), and the estimate of the cost for single rails is only 5,400,000 roubles (about 750,000*l.* sterling), the district possessing every facility for the laying down of a railway.

PORT OF ONEGA.

Shipping and Navigation.

The amount of shipping cleared from the port in the past year is, looking to tonnage, less than in the preceding, but is still above the five years' average. British shipping still continues to occupy a small place in the carrying trade of this port.

The average number of vessels cleared in 1862/1866 was, 37 vessels 16,684 tons, this year 46 vessels 17,871, tons, and the average of British shipping cleared in same years was,—3 vessels, 1,524 tons; this year, 2 vessels, 650 tons.

The number and tonnage of vessels cleared at this port in each of past five years, distinguishing the amount of British, is exhibited in the following Table.

	Total Amount.		British Shipping.		British in Indirect Carrying Trade.	
	No. of Vessels.	Tonnage.	No. of Vessels.	Tonnage.	No. of Vessels.	Tonnage.
1863 ..	33	14,687	2	865	..	..
1864 ..	42	17,542	2	792	..	..
1865 ..	37	17,787	4	2,145	1	503
1866 ..	43	20,714	1	330	..	..
1867 ..	46	17,871	2	650	..	..

Exclusive of the above, the number and tonnage of Russian coasters cleared for Norwegian Finmark in same years were as follows:—

	Number.	Tonnage.
1863	33	1,405
1864	43	1,630
1865	42	1,637
1866	53	2,368
1867	60	2,282

Trade and Commerce.

Exports.—The exportation, which consists exclusively of deals, has decreased from last year's, in correspondence with the diminished tonnage, but at same time exceeds an average.

The average value exported in the five years ending 1866 was 49,144*l.* and this year it was 52,908*l.*

The quantity and value of the shipments in each of the last five years, distinguishing the exports to Great Britain are exhibited in the subjoined Table.

TOTAL EXPORTS.

1863.		1864.		1865.		1866.		1867.	
Quantity, Standard Hundred.	Value.	Quantity, Standard Hundred.	Value.	Quantity, Standard Hundred.	Value.	Quantity, Standard Hundred.	Value.	Quantity, Standard Hundred.	Value.
6,164	£ 37,221	8,033	£ 56,974	8,736	£ 55,657	10,509	£ 61,161	9,629	£ 52,908
Whereof to Great Britain.									
5,127	32,822	6,863	51,530	7,478	50,895	8,574	55,091	7,643	45,580

Imports.—This trade has been larger the last year than usual in consequence of an increased importation of fish from Norway.

The following Table exhibits the amount of importation in the last four years.

	1864.	1865.	1866.	1867.
	£	£	£	£
Machinery from Great Britain ..	859	292	541	202
Fish from Norway..	5,104	5,327	1,779	6,395
Salt „	887	611	787	856
Other goods „	61	22	142	52
Total .. £	6,911	6,252	3,249	7,505

I find nothing further to communicate respecting this port.

Archangel, March 31, 1868.

FREDRIKSHAMN.

Report of Mr. Vice-Consul Wahl on the Trade and Commerce of the Port of Fredrikshamn for the Year 1867.

Shipping and Navigation.

The total amount of British and foreign shipping for the last year was as follows:—

Nationality.	Entered.					
	With Cargoes.		In Ballast.		Total.	
	Vessels.	Tonnage.	Vessels.	Tonnage.	Vessels.	Tonnage.
British	1	1,007	14	4,829	15	5,836
Finnish	14	3,275	23	5,864	37	9,139
Russian	..	..	3	1,283	3	1,283
Norwegian	..	..	13	4,379	13	4,379
Swedish	..	..	2	421	2	421
German	..	..	2	754	2	754
French	..	..	3	445	3	445
Danish	..	..	2	655	2	655
Total	15	4,282	62	18,630	77	22,912
	Cleared.					
British	15	5,836	..	..	15	5,836
Finnish	36	8,942	..	..	36	8,942
Russian	3	1,283	..	..	3	1,283
Norwegian	13	4,379	..	..	13	4,379
Swedish	2	421	..	..	2	421
German	2	754	..	..	2	754
French	3	445	..	..	3	445
Danish	2	655	..	..	2	655
Total	76	22,715	..	..	76	22,715

The arrivals of vessels of all nationalities from various countries were as follow:—

	No.
Great Britain	6
Russia	25
Finland..	16
Germany	16
France	3
Denmark	1
Holland	2
Norway..	2
Portugal	1
Spain	3
Sweden..	2
Total	77

The departures to the different countries were as follow:—

	No.
Great Britain	28
France	9
Germany	25
Russia	3
Holland	7
Spain	2
Denmark	2
Total	76

The total export from Fredrikshamn during the last season comprised 8,138 standards equal to 26,850 loads deals, battens, and boards, 6,132 barrels, equal to 3,000 imperial quarters oats; and the total value of export amounted to 1,161,900 Finnish marks, equal to 46,500*l.* sterling.

The total value of imports was 1,291,800 Finnish marks, equal to 51,600*l.* sterling.

Wiborg, May 30, 1868.

SPAIN.

BILBAO.

Report by Mr. Consul Horace Young on the Trade and Commerce of the Consular District of Biscay, Guipuzcoa, and Old Castile, for the Year 1867.

Shipping and Navigation.

Shipping Trade.—It is satisfactory to see by the following Table that the shipping trade recovered considerably during the past year from the great depression which prevailed at this port in 1865–1866.

		Entered.		Cleared.	
		Ships.	Tonnage.	Ships.	Tonnage.
British Shipping ..	1866	54	9,842	57	10,262
	1867	101	19,268	96	17,280
Shipping, all Nations	1866	344	49,896	450	53,909
	1867	590	65,973	610	67,763
Coasting Trade ..	1866	1,188	48,960	1,045	44,175
	1867	1,116	41,304	993	39,671

British shipping participated in the advance, in consequence of large exportations of iron ore, and undoubtedly would have figured still more favourably were it not for the difficulty of obtaining outward freights for Bilbao. Coal is the only cargo available, and as the supply of that material offers but a limited field for the employment of shipping, French vessels coming in ballast from France have absorbed the largest portion of the carrying trade in iron ore, no less than 282 French ships, representing a total tonnage of 25,236 (of which 265 arrived in ballast) having cleared with cargoes, against 96 British ships of 17,280 tons.

Quarantine.—Great complaints are made by British shipmasters of the hardships inflicted on them by the quarantine of observation, to which all vessels proceeding from the United Kingdom to Spain were subjected during the whole year, and which, until the 24th of April, they were compelled to perform at Santander at great additional expense and inconvenience. From that date Bilbao was added to the ports at which the observation could be performed, a considerable relief to vessels bound to this port. The following are the ports in Spain at which quarantine of observation (three days) can now be performed:—Bilbao, Santander, San Sebastian, Corunna, Cadiz, Cartagena, Alicante, Malaga, Valencia, Tarragona, and Almeria. The regular quarantine lazarettos are as before at Port Mahon, San Simon, and Tamba.

Trade and Commerce.

Customs Duties.—In inserting, as customary in the Reports from this Consulate for many years, a return of the Customs duties levied at the principal Spanish ports during the past year, it should be observed

that while the total receipts give a conclusive proof of a still further falling off in general Spanish trade, the importations at the port of Bilbao have increased; and with respect to the relative commercial importance of this port, it will be seen that it not only continues to occupy the second place, but ranks far above every other port in the kingdom, with the exception of Barcelona. The fact of Malaga nominally occupying the second place in 1866, was explained in the Report of that year.

1866.		1867.	
Port.	Amount of Duty.	Ports.	Amount of Duty.
	£		£
1. Barcelona ..	427,111	1. Barcelona ..	453,577
2. Malaga	257,468	2. Bilbao	229,031
3. Bilbao	214,111	3. Santander ..	174,327
4. Santander ..	160,145	4. Malaga	164,241
5. Cadiz	154,327	5. Cadiz	145,733
6. San Sebastian ..	138,606	6. Valentia . ..	127,534
7. Valentia ..	131,555	7. Seville	115,649
8. Serville.. ..	107,986	8. Alicante . ..	73,648
9. Alicante . ..	93,090	9. San Sebastian ..	59,118
10. Corunna . ..	66,547	10. Corunna ..	46,878
Total ..	1,750,946	Total ..	1,589,736

Imports.—The universal commercial depression which has prevailed throughout Europe for some time has, of course, not been without its effects at this port, but other adverse influences have also had to be encountered. The fears for the loss of the coming crops, the high rate of interest offered upon Government securities, so discouraging to commercial speculation, the advance in the prices of all the necessaries of life, and the total want of confidence displayed in the great mercantile communities, have been severely felt. Nevertheless, it is a fact that not only has Bilbao suffered less than any other Spanish port during the past year, but, as was observed above, has actually, under all the adverse circumstances, attending the existing state of commerce in Spain, increased its import trade.

The increase referred to will be seen in the following Table, which, however, is principally interesting as showing the steady and almost uninterrupted progress with which Bilbao, in the midst of the fluctuations of national commerce and credit, has in ten years advanced from a place of comparatively small importance to the position it now holds as the second trading port in Spain. With respect to the amount of imports for the year 1864 not having been fully sustained, it is probable that foreign trade was somewhat unnaturally stimulated at that time in consequence of the facilities offered by the completion of the Tudela Bilbao Railway; but the commercial difficulties of the succeeding years must also be taken into account.

	£
1858	586,944
1859	755,677
1860	839,747
1861	1,361,409
1862	1,413,360
1863	1,477,177
1864	2,760,985
1865	2,032,713
1866	1,903,151
1867	2,087,338

The following exhibits the position of the exporting countries during the same period, and with respect to British trade it will be seen how steadily it has increased, and how large a proportion it represents of the total amount of imports at Bilbao.

Years.	Great Britain.	Norway and Sweden.	France.	Venezuela and Ecuador.	Cuba and United States.	Holland and Belgium.	Total.
	£	£	£	£	£	£	£
1858 ..	214,147	88,756	155,956	23,510	63,363	52,212	586,944
1859 ..	321,071	169,447	114,652	76,329	59,838	14,340	755,677
1860 ..	345,129	229,597	110,816	106,912	36,396	10,897	839,747
1861 ..	454,886	261,057	170,607	323,333	91,431	60,095	1,361,409
1862 ..	431,355	281,502	206,415	320,779	96,018	77,231	1,413,300
1863 ..	564,795	239,595	270,163	143,885	174 321	84,418	1,477,177
1864 ..	1,168,333	390,268	648,082	147,737	216,462	190,103	2,760,985
1865 ..	804,156	349,415	414,410	99,530	205,282	159,923	2,032,713
1866 ..	788,662	234,235	423,583	117,171	134,520	155,080	1,903,151
1867 ..	916,767	234,370	460,608	149,388	118,830	157,375	2,087,338

The following is an analysis of the import return furnished as usual with this Report :—

Articles.	Countries.	Value.
		£
Cotton, wool, and linen manufactures	Great Britain and France	386,460
Drugs, chemicals, paint, oils, &c.	Great Britain, France, Belgium, Germany, Norway, and Venezuela ..	304,170
Codfish	Norway and Great Britain	282,990
Hardware, cutlery, &c. ..	Great Britain, France, Belgium, and Germany	178,770
Yarns	Great Britain and France	161,680
Cocoa	Venezuela, Ecuador, and France ..	149,478
Tobacco	Germany, Great Britain, France, and Cuba	111,490
Sugar	Cuba	74,150
Iron, sundry manufacture .	Great Britain, France, and Belgium ..	69,000
Silk manufacture	Great Britain and France	48,780
Paper, all sorts	Great Britain, France, and Belgium ..	34,100
Glass and Porcelain ..	Great Britain, France, Belgium and Germany	27,960
Iron, hoop and sheet ..	Great Britain and Belgium	23,490
Haberdashery, &c.	France, Belgium, and Germany ..	22,220
Petroleum	United States, France, and Great Britain	21,000
Timber and deals. . ..	Norway, France, and Great Britain ..	19,090
Jute	Great Britain	19,020
Cinamon	Great Britain	18,367
Coal and coke	Great Britain	18,347
Machinery	Great Britain, France, and Belgium ..	11,930
Furniture	Great Britain, France, and Belgium ..	11,820
Hides	Venezuela, France, Holland	10,330
Fire-arms	Great Britain, France, Belgium, and United States	10,328
Sperm candles	Great Britain, France, and Germany ..	9,900
Coffee	France and Cuba	7,998
Spirits, all sorts	France, Great Britain, and Cuba ..	7,670
Iron, pig	Great Britain	6,870
Cheese	Great Britain, France, and Holland ..	6,540
Hemp and flax	Great Britain and France	6,490
Fire bricks	Great Britain	5,530
Steel	Great Britain, France, and Belgium ..	4,290

Articles.	Countries.	Value.
		£
Copper	Great Britain and United States ..	4,000
Iron, nails and screws ..	Great Britain, France, and Belgium ..	3,630
Perfumery..	France	1,650
Tin, tin plates	Great Britain	1,330
Tea	Great Britain	1,300
Tar	France	650
Various	.. ..	4,500

Exports.—The export of iron ore, the importance of which has frequently been referred to in the Reports from this Consulate, has now reached to a very considerable quantity, 137,791 tons having been despatched from this port during the past year; and it is stated that, were better arrangements made for conveying the ores from the mines to the Triana Railway, which communicates with the loading quay at San Nicolas, a still greater amount would have been sent, in performance of large contracts for delivery at the Welsh ports. The state of the roads between the mines and the railway has been almost impassible during the past winter, and thus great difficulty has been experienced in carrying out engagements in this trade. Of the total amount exported, the returns show that Great Britain took 114,546, and France 23,245 tons.

Iron ore may now be looked upon as a staple export from this port, which may, and probably will be, increased to a very large extent, and though the value of the material is comparatively small, its importance as an export, in furnishing homeward freights for foreign vessels, as well as contributing to the activity and general business of the port, can scarcely be overrated.

Nevertheless, it will be seen by the next Table that the total exports of the past year, compared with 1866, exhibit some decline, indicative of general dulness of trade.

	Wheat and Flour.	General Exports.	Total.
	£	£	£
1866	214,310	126,104	340,414
1867	145,450	126,760	272,210

The following is an analysis of the trade :—

Articles.	Countries.	Value.
		£
Flour	Cuba, Great Britain, and France	132,220
Iron ore	Great Britain and France	57,500
Preserved food	Cuba and France	33,000
Wheat	Great Britain and Norway	13,230
Wool	Great Britain and France	6,900
Copper	Cuba	5,200
Paper	Cuba, Great Britain, and France	5,000
Wines	Great Britain, France, Holland, Cuba, and Norway	4,930
Bran	Great Britain, France, and Cuba	2,690
Almonds and nuts	Great Britain and Cuba	2,160
Butter	Great Britain	1,840
Barley and oats	France and Belgium	1,420
Animal black	Cuba	900
Hides	France	960
Iron manufactures	France and Cuba	840
Zinc ore	Great Britain	633
Beans	Cuba	320
Soap	Cuba	300
Fruit	Great Britain and Cuba	290
Chesnuts	Great Britain	140
Various		1,630

Exchange.—Highest 97 reals, lowest 99 reals to £1 sterling.

Agriculture.

The Corn Trade.—The harvest of 1867 was only moderately good, and prices consequently ruled high, the average at this port being as follows :—Wheat, 50 to 68 reals per fanega; flour, 1st quality, 19 to 24 reals per arroba.

The greatest possible gloom has prevailed with respect to an anticipated scarcity this year, in consequence of unprecedented droughts in Castile, Arragon, and other corn-growing districts. The fears on this account may have been somewhat exaggerated, for it is a curious fact that whenever the harvests in the north of Spain fall short, they are almost invariably, to a certain extent, compensated by the excellency of the harvests in the south.

Nevertheless, the failure of the harvest in the great corn districts of Castile is at all times a most serious matter, when it is recollected that, under the present miserable system of cultivation in Spain, barely sufficient corn is grown for the wants of the population, after supplying the Spanish colonies, and the effect of any considerable exportation of grain, or a deficient harvest, is a rise in prices wholly uncontrollable under the existing tariff.

The relief proposed by the Government in temporarily removing the duty on foreign corn appears to have been very ineffectual, partly owing to delay in passing the measure, and partly in consequence of the prevailing high prices of corn in England and France. Moreover, the prohibition to export grain has fettered speculation and nullified the good effect which might have been produced by throwing open the ports. A complete and liberal commercial policy, however, seems hopeless on the part of any Spanish Government, and the neglect of the very first principles of commerce and economy displayed by such one-sided measures is discouraging to the last degree to the intelligent mercantile classes.

It is therefore not to be wondered at, when bread has already risen to 11*d.* the 4 lb. loaf, and it is known that the harvest in certain important districts must fall far short of an average, that there should be great anxiety regarding the future.

Industries.

Iron Trade.—From the following return of the quantity of iron manufactured by the two principal establishments in the neighbourhood of this port during the past two years, it appears that there has been rather more activity lately in the most important industry of the province of Biscay.

Manufactory.	1866.		1867.	
	Quantity.	Value.	Quantity.	Value.
	Tons.	£	Tons.	£
Ibarra and Co.	5,553	68,000	6,964	70,000
Bolueta	3,017	39,000	5,153	66,000
Total	8,570	107,000	12,117	136,000

General.

The peculiar advantages enjoyed by the Basque provinces over the rest of Spain under the privileges secured to them by the "Fueros," is unquestionably one reason why, in the midst of general commercial stagnation in Spain, Bilbao continues to do a steady, if not a very brisk trade. Nevertheless, the wealth, activity, and influence of the merchants, and their long-standing relations with Great Britain, combined with the superior facilities to trade offered by the position of Bilbao in comparison with the southern and eastern ports of the Peninsula, must also be regarded as guarantees that a very large proportion of the foreign commerce of Spain will always be directed through this port.

To those, however, who have carefully watched the advance made by Bilbao in the last ten years, it has never ceased to be a source of regret that up to the present time nothing has been done to solve the all-important question of the "bar," and while it cannot be denied that, in spite of that obstacle, trade has gone on increasing, there can be no doubt that the absence of a port into which steamers and vessels of large tonnage could enter at all times, is a most serious impediment to extensive commerce. There is reason to believe that neither the want of funds, nor the losses sustained by the town of Bilbao in the construction of the magnificent railway which connects it with the interior, nor even practical engineering difficulties—all which are alleged as reasons—are the true motives which have influenced the neglect of this subject.

It may be stated, on good professional authority, that the removal of the bar, and the construction of a convenient port at Portugalete, is quite feasible, at an outlay which, there can be no doubt, it would be easy for Bilbao to provide. But it is probable that vested interests and narrow views are the real difficulties to be overcome before the bar will disappear and a suitable port can be constructed. It is quite apparent that one effect of such an improvement would be to transfer a great deal of business to the port, a process which might cause the depreciation of certain individual property in the town.

Hence the opposition: the more to be condemned and lamented, as in the opinion of practical men and those who regard the question apart from prejudice, the principal result would be to secure to Bilbao a future of very large commercial importance.

SANTANDER.

(The following is from information furnished by Mr. Vice-Consul March.)

Shipping and Navigation.

Shipping Trade.—The following Table gives the number and tonnage of the shipping at this port in 1867, compared with the previous year:—

		Entered.		Cleared.	
		Ships.	Tons.	Ships.	Tons.
British Shipping ..	1866	74	13,787	71	11,099
	1867	60	10,982	57	10,390
Shipping of all Nations	1866	400	53,882	253	51,191
	1867	351	69,190	272	47,394
Coasting Trade.. ..	1866	1,106	10,691	1,130	9,970
	1867	920	9,180	965	9,420

Besides the British vessels that arrived in 1867 to load and discharge, as stated in the preceding Table, 69, bound to other Spanish ports, entered to pass the three days' quarantine of observation, so rigorously enforced, for more than a year, against all ships coming to Spain from Great Britain and France.

Trade and Commerce.

Imports.—There was falling off of some consideration in the amount of imports at Santander during 1867 compared with the preceding year.

	£
1866	1,009,528
1867	870,285
Decrease	139,243

The relative positions of the importing countries were as follows:—

1866.	£	1867.	£
Cuba	385,720	Cuba	247,511
Venezuela and Ecuador ..	261,621	Great Britain	213,229
Great Britain	136,326	Venezuela and Ecuador ..	169,984
France	94,926	Norway	118,083
Norway	90,884	United States	52,494
United States	21,900	France	40,821
Belgium and Holland ..	15,575	Belgium and Holland ..	8,104
Germany	2,670	Germany	385

It will be seen that there was an increase in the trade with Great Britain in 1867 to the extent of 76,903*l.*; but it must be observed that

even this falls short of the value of British imports during several previous years.

The articles to which this increase was due were—iron, linen yarn, pitch, petroleum, asphalte, raw cotton, tobacco, and cacao.

A decrease of 54,149*l.* took place during the same period in French imports, owing chiefly to there being less demand for articles of luxury, and also for woollen manufactures, in consequence of an increasing consumption of Spanish woollen cloths. The following is an analysis of the import return :—

Articles.	Countries.	Value.
		£
Cocoa	Venezula, Cuba, and Great Britain	176,829
Sugar	Cuba	181,500
Tobacco	United States, Great Britain, and Cuba	73,595
Iron	Great Britain, France, and Belgium	65,133
Codfish, salted	Norway	62,546
Timber	Norway, Great Britain, and Ecuador	61,684
Linen Manufactures	Great Britain, France, Belgium, and Germany	51,743
Wine, Spirits	Cuba, France, Great Britain, Belgium, and Holland	30,857
Woollen Manufactures	France and Great Britain	16,890
Coal	Great Britain	15,011
Cotton, raw	Great Britain	14,251
Cotton manufactures	Great Britain and France	11,436
Drugs and chemicals	Great Britain, France, and Belgium	11,123
Tallow, wax, and stearin	Great Britain, France, and Belgium	9,739
Hides and skins	Venezuela, Great Britain, Cuba, France, and Belgium	9,675
Tar, pitch, petroleum, asphalte, and oils	Great Britain, Belgium, and France	9,076
Silk manufactures	France and Great Britain	4,429
Machinery	Great Britain, France, and Belgium	4,102
Colours and paints	Great Britain, France, and Belgium	3,600
Sundries	France, Great Britain, and Cuba	2,973
Tea and spices	Great Britain and France	2,102
Cheese	Holland, France, and Great Britain	1,676
Copper, zinc, and pewter	Great Britain, France, Belgium, and Germany	1,563
Hardware and cutlery	Great Britain and France	1,546
Stationery	France and Great Britain	1,266
Earthenware and glass	France, Great Britain, Belgium, and Germany	924
Mixed stuffs	France and Great Britain	914
Gutta percha	Great Britain and France	667
Perfumery	Great Britain and France	575

Exports.—The following comparative Table exhibits the relative value of the export trade of Santander (of which it will be seen that flour is the staple commodity) during the last two years :—

1866.		£	1867.		£
Flour..	To Cuba	640,000	Flour..	To Cuba	521,740
	England . ..	140,000		England . ..	70,782
	South America..	9,000		South America..	1,746
	Norway	4,100		France	946
	Total ..	793,100		Total ..	595,214
Wheat.	To England . ..	156,000	Wheat ..	To England.. ..	17,000
	Norway	1,600	General Exports	Cuba	40,760
	Cuba	16,000		Belgium . ..	6,620
General Exports	England . ..	11,410		England . ..	3,307
	Belgium . ..	7,580		South America..	1,461
	France	2,530		France	401
	Total ..	988,220		Total ..	664,763

Exchange.—The following were the current rates of exchange in 1867:—

	Reals.
Highest	95½ per £ sterling.
Lowest	98 „

Agriculture.

Corn Trade.—When it is recollected that the commerce of this port is in a great measure dependent upon the export trade in flour with the Spanish colonies, it will be readily understood how especially Santander is likely to feel the existing position and the effect of the Government measures referred to under the head of "Bilbao."

The quarterly prices of flour at Santander during the past and current years were—

1867.		s.	d.		s.	d.
Quarter ended March 31	per sack	42	3½	to	45	8
„ „ June 30	„	43	0½		45	10
„ „ September 30 ..	„	48	0½		49	0
„ „ December 31 ..	„	49	4		50	5
1868.						
Quarter ended March 31	„	58	4		60	10

Cattle Disease.—The cattle disease, which prevailed with more or less intensity during the summer and autumn of 1866 in several parishes, has almost disappeared.

Industries.

The number, description, and produce of the principal manufactories and industrial establishments in the province of Santander appear in the annexed return.

Description.	Number.	Average Annual Productions.		Workmen employed.	Rate of Wages per diem.	Remarks.
		Quantities.	Values.			
			£		*s.* *d.*	
Cotton Manufactory	1	.. .. 320,000 yards ..	9,600	180	1 0	Coarse calico for shirtings.
Linen and Sacking ditto ..	1	.. .. 273,000 „ ..	8,100	70	1 6	
Stearin, Soap, Sulphuric Acid ditto	1	Candles .. 9,000 cwt. ..	41,000	70	1 3	Large export to Cuba.
		Soap .. 18,000 „ ..	32,000			
		Sul. Acid. 900,000 lbs. ..	3,750			
Lucifer Match ditto	3	.. .. 100,000 gross ..	12,000	68	0 10	Ditto.
Liqueur ditto	4	.. .. 40,000 bottles ..	3,600	20	2 0	Ditto.
Vermicelli ditto	3	.. .. 1,400 cwt. ..	2,800	15	1 0	Another constructing.
Bread and Biscuit ditto	5	.. ..	..	40	1 10	
Preserved Fish ditto	4	.. .. 9,000 cwt. ..	3,600	110	2 0	Large export to Cuba.
Flour ditto	32	.. .. 600,000 „ ..	500,000	116	2 0	Ditto.
Brick and Tile ditto	8	.. ..	..	120	2 0	Ditto.
Government Tobacco ditto ..	1	.. .. 22,000 cwt. ..	180,000	1,013	1 0	1,000 of those employed are women.
Gas ditto	1	.. .. 336,000 cub. metres	5,100	13	2 6	
Flour Barrel ditto	9	.. .. 410,000 barrels ..	10,700	300	..	Workmen receive 5*d.* a barrel.
Steam Saw Mills	2	.. ..	..	..	..	
Iron and Brass Foundries.. ..	4	.. .. 10,000 cwt. ..	12,000	60	3 0	
Breweries	4	.. .. 25,000 gallons ..	4,000	16	2 10	
Tanneries	19	.. .. 10,000 cwt. ..	17,000	110	2 2	
Potteries	17	.. .. 100,000 dozen ..	10,000	90	2 0	
	119		855,250	2,401		

Mining.—The following is a return of the quantities of ore exported from the province of Santander during the year 1867;—

Ports of shipment.	To Great Britain.			To France.	To Belgium.
	Calamine.	Iron ore.	Zinc ore.	Calamine.	Calamine.
	Tons.	Tons.	Tons.	Tons.	Tons.
Santander ..	1,200	6,000	3	200	3,000
Suances	400	..	..	..	10,000
Comillas	..	..	..	..	9,200
Santona	..	..	..	..	2,100
Totals	1,600	6,000	3	200	24,300

Isabel Segunda Railway.—No improvement has taken place since 1866 in the pecuniary condition of this railway. Government aid is anxiously expected.

Public Works.—The fine quay which skirts the harbour of Santander on the north for a distance of 700 yards is being prolonged in the direction of the sea. This work will include a floating dock of which the port stands much in need.

Bilbao, June 8, 1868.

SWEDEN AND NORWAY.

CHRISTIANIA.

Report by Mr. Consul-General J. R. Crowe on the Trade, Fisheries, &c., for the Year 1867.

Although it had become a prevailing impression in the country, that the year 1867 was commercially a disastrous one, yet upon an impartial review of the economical results, I should say that on the whole the year ought not to be considered as unsatisfactory.

Agriculture.

It is true, that owing to the late spring, the summer was but of brief duration, particularly in the more northern districts, where, under ordinary circumstances it is, comparatively speaking, very short; still the produce of the soil usually contributes in no small degree to the subsistence of the inhabitants.

In the province of Nordland and Finmark, the harvest uniformly failed. According to the official returns, scarcely a straw appears to have been gathered in, much less a barrel of grain; extraordinary and exceptional means have therefore been called for in aid of these provinces. In all the southern districts, however, the harvest may be considered as fully an average one. The corn crops were abundant, particularly those from the spring sowing; on the other hand, the produce from the winter sowings, owing to the wet autumn, was rather scanty.

The hay crops were abundant, and the prices all through the winter low.

The potato crops, upon which the people so generally depend, were below the average all through the country, and in many localities in Nordland and Finmark were found not to be worth raising. The price of the potato in the country usually ranges from ½ to 1 spd. per barrel; this year from 1 to 2 dollars per barrel was the general figure.

No agricultural improvements have been introduced during the year. It may, however, be worthy of remark, that public attention has of late been drawn to the desirability of qualifying women in the country, by means of some preparatory industrial education to the better performance of useful domestic occupations. With this view, an educational institution for the purpose, supported at the public expense, has been formed in the neighbourhood of Christiania; and the favour with which it has been received, will doubtless lead to the formation of similar institutions in other parts of the country.

Fisheries.

The result of the fisheries has been of a varied character, for while that of the cod exceeded the average, that of the herring proved to be less than usual.

The cod fishery at Lofoden is considered the most valuable in the country, it gave upwards of 16,000,000 of marketable fish.

The prices on the spot have of late years been steadily advancing.

Ten years ago, 120 fish (the great hundred) were sold for 2 dollars, while the price now ranges from 5 to 6 dollars. The average price of late years may be taken at $5\frac{1}{2}$ dollars. Of the above number, about 9,000,000 were salted and cured as clipfish, chiefly for the Spanish markets, and 6,000,000 dried as round-fish for the Mediterranean markets, the remainder were reserved for home consumption.

Another fishery, which on various accounts must not be considered of less importance, is the Finmark fishery. Spawning fish form only a small part of this fishery, the most abundant catch is from the cod that follow in the trail of the lodde (*capelin*, or *malotus arcticus*); the catch, in fact, appears entirely to depend upon the shoals of these small fish, which annually swarm along the coast, and the fiords of Finmark.

According to the official returns, about 14,000,000 of fish were taken and cured, valued at 750,000 spd.; the result would have been far greater had not a number of the southern fishermen left the grounds earlier than usual.

The Romsdal fishery fully reached 4,000,000, exclusive of what was reserved for home consumption; the whole of this quantity was cured as clipfish for the Spanish markets.

The herring fisheries, on the other hand, in the south of Norway, were less fortunate, as the average annual export during the later years will be seen to have reached 600,000 barrels, while in 1867, it did not exceed 450,000; the average price was $3\frac{1}{2}$ dollars per barrel.

In the province of Nordland and Tromsöe, the herring fishery is likewise carried on, and, as proved, not only to be of importance as affording daily provision to the inhabitants, but furnishing the most valuable bait for the Lofoden cod-fishery. The herring has been found to be gradually extending northwards, and of late as many as 100,000 barrels have been cured.

The mackerel fishery is confined exclusively to the south-west coast of Norway. This fishery is mainly supported by English speculators, and of late years has been estimated to bring in for the fishermen from 130,000 to 150,000 dollars.

The river and lake fisheries have proved highly productive, since tke stringent regulations lately enacted by the Storthing have been enforced, particularly in the salmon rivers of the south, where the catch has quadrupled itself.

The produce of the so-called bank fishery, was above the average.

This fishery, carried on solely for the capture of that voracious fish, the shark (*squalus glaciales*), for the sake of its liver, and as soon as he is deprived of it, the carcase is turned adrift, and serves as food for his fellows, and the numerous arctic birds which swarm in those seas during the summer season. The liver of the shark will fill as much as $1\frac{1}{2}$ barrels, and is exceedingly rich in the finest oil.

Upwards of 10,000 sharks must have been captured, yielding close upon 9,000 barrels of oil of 30 gallons each, estimated to be worth 66,000 spd.

The chief expeditions for the latter fishery proceed from Hammerfest, in vessels varying from 12 to 40 tons, manned by five to eight men respectively.

The were 46 vessels on the banks last summer, of which number 36 sailed from Hammerfest.

The fishery is carried on from April to September, along the banks lying off the coast at distances varying from 20 to 120 miles; some proceed up as far as Cherry or Bear Island, and fish in from 50 to 250 fathoms water.

From Wardö, at the entrance of the Waranger fiord, the bank fishery is likewise prosecuted in open boats, as well as in similar vessels as employed in Hammerfest, from the end of February until the "lodde" make their appearance on the coast, when all the energy and attention of the fishermen are turned to the fishery of which they are the invariable precursors.

The open boats are confined to what they call the "home banks," which lie about five to six miles off, while the deck vessels proceed to those situated at about the same distance as those lying off the west coast.

The total value of the Finmark fisheries collectively will not have fallen short of 900,000 spd., exclusive of what was retained for home consumption.

The late fishery exhibitions in Holland, France, and Norway have had a salutary influence on the Norwegian fisherman, in exciting his emulation, and consequent desire to acquire improved gear, boats, and the necessary appliances for prosecuting the sea fisheries, as hitherto he has been confined to his own bays and fiords.

In concluding this subject, it may not be irrelevant to mention, that the regatta to be held this summer at Stavanger for the Exhibition, and trial of the qualities of the respective boats, is one of the fruits of these Exhibitions.

Mining.

The impetus given to mining operations in the country in 1864 and 1865, has borne some profitable results, although many unsuccessful experiments have involved occasional losses.

While the iron trade, owing to the recent prohibitory tariff enactments in the United States, has had a depressing influence on that branch, so much so, as to cause the closing of several of the iron works in the country. The export of iron and copper pyrites has extensively developed itself, as no less than between 70,000 to 80,000 tons were exported to Great Britain.

The Kongsberg silver mines have yielded the usual profitable result.

The geological surveys that have been carried on under the auspices and expense of the State, have resulted in the discovery in Finmark of coal formations, as well as gold, the latter has been found in the sand of the Rivers Alten and Tana, as well as on the banks on each side.

These discoveries were only made during the fall of the year, consequently too late in the season, to institute any effective investigation; however, a few washings were made, and the result proved sufficiently encouraging as to induce the Government to direct a strict and thorough investigation of the several localities to be made during the present summer.

The discoveries being on Crown land, the precious metals belong exclusively to the State.

The coal outcrops are similarly situated; an order has therefore been issued prohibiting the working unless with special permission.

Lumber Trade.

The result of the timber trade has not been unsatisfactory.

The more rational form in which this article is now exported has materially enhanced its value in the ulterior markets, although the dimensions of the wood have been year after year gradually becoming less.

The Norwegian exporters found that, in spite of the advantage they possessed in lower freights, they could not compete with the Baltic exporters, particularly in the usual 3-inch deals, and the so-called Dutch balks; this fact induced them to convert their timber exclusively into battens and boards in the form and shape suited to the requirements of the consumers in the several markets, which has not only secured them a more ready sale, but remunerative prices, and encouraged them to go a little farther in the utilization of the raw produce, by shipping half manufactured doors, window frames, and similar building requisites of such sizes as are found to suit the respective consumers.

This mode of utilizing the raw material has to a great extent altered the character of the trade, particular of that portion brought down by the Glommen, which flows through the main timber producing district of the country.

Had this alteration not been fortunately resorted to, the disturbing forces which have caused such general and varied commercial depression would have exercised a more widely spread influence on the general welfare of the country than it has done, large stocks would necessarily have been on hand, the majority of the saw-mills have remained idle, and the restricted purchasers of wood, on which the landed proprietors mainly depend, would have been seriously felt; the completion, therefore, which was driving the Norwegian exporter out of the market, forced them to try a new groove to suit the diminished size of the timber, and thereby endeavour to open new markets, which had previously closed against them, as well as to visit parts of the world, from which distance had hitherto precluded them.

The export to Great Britain and France has consequently decreased, and will be found to be under the usual average.

Shipping.

The result of the shipping interest, as might be expected, has not been as satisfactory as in former years, with the exception of the freights from the Black Sea and Mediterranean, which the scarcity and consequent high prices of several kinds of cereals gave rise to early in the autumn. The Norwegian ships were fortunately unable to take advantage of this; in other cases, the freights generally were so low that in many instances they scarcely covered the expenses.

The more than usually stormy weather which the shipping generally had to contend with caused numerous wrecks of Norwegian ships, inflicting serious losses on the mutual insurance companies in the country, and consequently on the ship owners.

This, together with the protracted detention of the ships in the Baltic and Gulf of Bothnia last spring, entailed losses, which absorbed all the profit that otherwise would have been secured.

But in spite of these casualties and general commercial depression, the mercantile marine of the country has increased, the home ship-builders have been active, and numerous purchasers of foreign ships have been made.

The tonnage employed in the foreign trade at the close of the year will be found to amount to about 900,000 tons, with about 40,000 seamen.

The Chinese, and later, the Japanese, having been compelled to open their ports to the shipping of foreign countries, and the prospects already beginning to loom, of the growing tendency towards a more liberal commercial intercourse with foreigners. The Norwegians and Swedes, with the spirit of enterprise which characterizes the

traders of the two countries, are determined not to lag behind others in the race, as already shown by the fact of the Norwegian flag having been one of the first to compete with ourselves in those remote waters.

Last year an advertisement appeared in the Norwegian journals, inviting four young Norwegian aspirants to accept employment in the Chinese customs, upon encouraging conditions; their expenses at the same time from hence to China being defrayed.

Four respectable young men responded to the call, and are now duly installed there.

The Government likewise commissioned an experienced officer, supposed to be well qualified for the occasion, to proceed to those distant regions, and to report upon the trade and commercial capabilities of those countries, and as to how far, and in what manner, Norwegian and Swedish commerce and shipping can most advantageously avail themselves of the resources now in course of development, and how far it may be expedient to follow the example of Great Britain and France by appointing Consular Agents.

Population, &c.

According to the last census made up to the end of the year 1865, there were 1,701,365 inhabitants, showing an increase above the census of the preceding five years of 211,540, although an annual consecutive emigration to the United States of some thousands had taken place.

It may not appear here uninteresting to see the relative amounts of the population of the three Scandinavian kingdoms respectively, together with the extent of land in each country, as well as the estimated value per individual.

Norway, with a population of 1,701,365, has an areal of 92,000 geographical square miles; Sweden, with 4,114,141, has 128,880 square miles; Denmark, with 1,700,000 has 11,152 square miles.

The value of the land in each country is estimated to amount:—In Norway, to 187,135,000 spd.; in Sweden, to 572,372,000 spd.; and in Denmark, to 625,500 spd.

Showing the value of land per head to be in Norway, 110 spd., or 24*l.* 9*s.*; in Sweden, 139 spd., or 30*l.* 18*s.*; and in Denmark, 368 spd., or 81*l.* 15*s.* 6*d.*

The value of fixed property, therefore, in Denmark is considerably greater than in Sweden, and upwards of three times that of Norway.

Its effect on the status of the clergy is equally striking.

The average income of the clergy in Norway, with upwards of eight times the extent of land, and with the same number of inhabitants does not exceed 685 spd., or 159*l.* 7*s.* 8*d.*

In Denmark the average is 1,142 spd., or 253*l.* 18*s.* 6*d.*

The relative effective military force of each country, will be found to amount:—in Norway, to 2·80 per cent.; in Sweden, to 2·66 per cent.; and in Denmark, to 3·56 per cent. of the inhabitants.

Of the 1,701,365, the population of Norway, only about 80,000, possess the qualification of voting, and of this number, it has been observed that not above 34,000 avail themselves of the right.

Christiania, April 30, 1868.

STOCKHOLM.

Report by Mr. Consul Gerald Perry on the Commerce, Shipping, and Industry of Sweden for 1866 *and* 1867.

No authentic commercial returns being yet available for the year 1867, this Report is chiefly founded on the statistical returns for 1866.

Trade and Shipping.

I. *Trade.*

Exports and Imports.—The total value of Swedish exports and imports, during the year 1866, was—

	Riksdaler.	£
Exports	107,066,000,	about 5,948,111
Imports	112,910,000	„ 6,272,777

From this it appears that the value of the imports in 1866 exceeded the value of the exports by 5,844,000 riksdalers (about 324,666*l.*), while in 1865 the value of the exports exceeded the value of the imports by 2,223,000 riksdalers (about 423,555*l.*).

The principal causes of this difference were, that the value of exports in 1866 amounted to 1,020,000 riksdalers (about 56,666*l.*) less than in the year 1865, and that in the imports of 1866 there was an increase on the previous year of nearly 3,500,000 lbs. of cotton.

The relative proportion of the exports to the imports, from and to other States, both in the years 1865 and 1866, and also the annual average exports and imports for the five years from 1861 to 1865, is shown by the following Table :—

	1865.		1866.		1861–1865.	
	Exports.	Imports.	Exports.	Imports.	Average Exports.	Average Imports.
	Riksdaler.	Riksdaler.	Riksdaler.	Riksdaler.	Riksdaler.	Riksdaler.
Great Britain and Ireland ...	53,244,000	31,444,000	53,520,000	35,853,000	44,696,000	24,209,200
Northern Germany and the Hanseatic Towns	8,544,000	32,834,000	8,781,000	32,246,000	7,699,000	33,887,600
France	11,343,000	3,715,000	12,623,000	3,212,000	10,080,400	2,378,800
Denmark, Schleswig-Holstein	10,850,000	10,079,000	9,985,000	10,342,000	7,380,600	8,845,800
Norway	3,592,000	5,881,000	4,213,000	6,581,000	2,677,400	5,526,000
Russia and Finland	1,951,000	5,467,000	2,085,000	8,443,000	2,128,200	6,981,400
Holland and Belgium	6,651,000	5,158,000	5,838,000	4,876,000	5,143,800	5,016,000
Spain and Portugal	6,167,000	1,203,000	3,601,000	1,113,000	5,925,000	1,157,200
United States	1,096,000	686,000	2,786,000	651,000	1,330,000	1,647,800
East Indies and Australia ...	30,000	3,022,000	...	3,204,000	34,000	3,366,200
West Indies	1,121,000	485,000	1,355,000	222,000	1,257,200	813,200
Cape of Good Hope and District	160,000	...	38,000	42,000	598,200	7,800
Gibraltar and Malta	55,000	...	72,000	...	112,800	200
Other States	3,272,000	6,893,000	2,169,000	6,125,000	2,895,000	6,988,600
Total... ...	108,086,000	105,863,000	107,066,000	112,910,000	92,467,000	100,825,800

From the above Table it appears that nearly half of the exports from Sweden, during the year 1866, were destined for Great Britain and Ire-

land, but that only one-third of the imports came from the United Kingdom.

A comparison of the exports from Sweden to Great Britain and Ireland, and the imports from Great Britain and Ireland to Sweden, and of exports to and imports from the British Colonies, in 1865 and 1866, shows as follows :—

1. That in the value of exports to Great Britain and Ireland there was an increase of 276,000 riksdalers, and that in the value of imports from the United Kingdom there was likewise an increase of 4,413,000 riksdalers ; so that the increase of exports from Great Britain and Ireland to Sweden exceeded the increase of imports from Sweden by the value of 4,137,000 riksdalers.

2. That in the value of exports to the British possessions and colonies in the West Indies, the East Indies, Australia, the Cape of Good Hope and district, Gibraltar, and Malta, there was an increase of 99,000 riksdalers, and that in the value of imports from the same places there was a decrease of 39,000 riksdalers ; so that in the exports to Sweden from the British possessions and colonies there was a decrease in value of 138,000 riksdalers.

A comparison of the exports and imports of Sweden, during the year 1866, with the annual average exportation and importation during the five years preceding 1866, shows the following results :—

1. That in the value of exports to Great Britain and Ireland, during the year 1866, there was an increase of 8,823,400 riksdalers ; and that in the value of imports from Great Britain and Ireland there was also an increase of 11,643,800 riksdalers ; so that the increase of imports from Great Britain and Ireland to Sweden exceeded the increase of exports from Sweden by the value of 2,820,400 riksdalers.

2. That in the exports to the British colonies there was a decrease to the value of 537,200 riksdalers ; and that in the imports from the same colonies there was also a decrease to the value of 719,400 riksdalers ; so that the decrease of imports from the British possessions and colonies to Sweden exceeded the decrease of exports from Sweden by the value of 182,000 riksdalers.

The principal cause of the value of the imports from Great Britain and Ireland exceeding in 1866 so largely that of the year 1865, is, that during 1866 about 3,000,000 lbs. of cotton were imported from Great Britain and Ireland in excess of the quantity imported in 1865.

Exports.—The principal articles of export from Sweden, during 1866, were the following :—

	Weight, Number, Value or Number of Pieces.	Principal Markets.
Mining Produce.		
Steel and iron .. .. .. centner	3,402,555	Great Britain, United States, France
Copper .. .. „	37,189	North Germany and the Hanseatic Towns
Ore .. .. „	383,759	Finland and Great Britain
Blend .. .. „	274,778	Netherlands
Sulphur .. .. „	9,150	North Germany and Denmark
Alum .. .. „	16,434	Russia and Denmark
Lime .. .. .. cubic fot	214,167	North Germany
Stone .. .. .. riksdaler	186,949	Denmark, North Germany, Great Britain
Forest Produce.		
Planks and deals .. cubic fot	56,208,694	Great Britain and Ireland, France, Holland, Belgium, Denmark, Spain, Portugal, North Germany, and the Hanseatic Towns
Balks and spars .. „	12,255,527	
„ sleepers .. .. No.	661,420	
Masts, telegraphic posts, pit props „	4,997,363	
Miscellaneous .. .. .. „	796,348	
Staves and deal-ends .. riksdaler	381,865	
Firewood .. .. fathoms	10,967	
Bark .. .. .. cubic fot	216,292	
Tar and pitch .. .. .. centner	151,626	
Agricultural Produce.		
Wheat .. .. .. cubic fot	221,821	Great Britain and Ireland, France, Holland, and Belgium, Denmark, Schleswig-Holstein, and Norway
Rye .. .. .. „	174,090	
Barley .. .. .. „	1,636,110	
Oats .. .. .. „	10,143,900	
Mixed corn .. .. „	25,301	
Peas .. .. .. „	21,525	
Potatoes .. .. „	30,700	
Seed .. .. .. „	186,746	Denmark, Great Britain, and Finland
„ .. .. .. skalpund	153,353	
Flour and grits .. .. centner	19,533	Norway and Finland
Butter .. .. „	8,684	Denmark, Norway, and Great Britain
Meat and pork .. .. .. „	9,621	Great Britain & Denmark
Oil cakes .. .. .. „	25,946	Great Britain and Ireland
Cattle.		
Horses .. .. No.	1,629	Denmark
Horned cattle .. .. .. „	14,568	Denmark, Great Britain, and Ireland
Sheep .. .. „	8,777	Denmark, Great Britain and Ireland, and North Germany
Pigs .. .. „	8,772	Denmark, North Germany, and Great Britain
Manufactured Goods.		
Matches .. .. .. skalpund	2,958,626	Great Britain and Ireland
Paper .. .. .. „	1,278,640	Great Britain and Norway
Woven stuffs .. .. „	218,100	Norway
Machinery .. .. riksdaler	222,755	Norway and Finland
Iron ware .. .. centner	24,740	Norway, Finland, United States, France
Manufactured copper .. skalpund	3,787	..
Steel and iron wire .. „	192,176	..

Among articles that were exported in considerable quantities to Great Britain and Ireland in 1866, the following may be noted, and compared with 1865 :—

		1866.	1865.
Mining Produce.			
Steel and iron	centner	1,642,361	1,382,996
Steel and iron wire	skalpund	37,385	60,171
Lead	centner	1,768	5,090
Stone	riksdaler	21,691	17,568
Forest Produce.			
Planks and deals	cubic fot	25,993,337	25,744,505
Balks and spars	„	8,758,297	8,848,794
„	No.	185,607	56,944
Masts, spars, telegraph posts, and pitprops	„	4,986,391	2,920,718
Sleepers	„	14,078	16,389
Staves, deal ends, & miscellaneous	riksdaler	364,935	488,087
Agricultural Produce.			
Wheat	cubic fot	90,232	59,187
Barley	„	855,565	453,121
Oats	„	9,286,243	11,615,847
Peas	„	11,507	5,509
Seed	skalpund	77,061	71,108
Meat and pork	centner	5,582	5,997
Oil cake	„	25,691	22,422
Cattle.			
Horned cattle	No.	6,064	2,544
Sheep	„	2,208	3,492
Pigs	„	588	2,245
Manufactured Goods.			
Matches	skalpund	2,899,900	2,208,700
Paper	„	594,611	213,604

From the above it appears that the exportation of corn to Great Britain and Ireland during the year 1866 was nearly 2,000,000 cubic "fot" less than in 1865 ; but that on the other hand, the exportation of iron, forest produce, paper, and matches, increased to a considerable degree. The great exportation of corn in 1865 must, however, be regarded as an exceptional case, for during the three years preceding 1865, it did not amount to so large a quantity. In general years it has been less than in 1866. The exportation of iron, forest produce, corn, matches, and paper, has hitherto been uninterruptedly on the increase.

In 1865 a new article began to be exported to Great Britain and Ireland, viz., cattle. In 1866 the exportation of cattle and sheep increased on the previous year, but that of pigs decreased. The exportation of horned cattle from Sweden may be expected to increase still further, as a great part of the country is particularly adapted to the breeding of cattle, and this branch of industry has only of late been carefully attended to.

The exports to the British colonies consisted chiefly of iron and timber.

Imports.—The principal articles imported into Sweden were colonial goods and wool, salt, oil, wine, spirits, colours, coal, and manufactured goods.

Among the articles imported in considerable quantities, the following may be noted:—

		Weights, Measures, or Value.	Imported principally from
Sugar	skalpund	41,514,857	Great Britain, the British Colonies, France, the Hanseatic Towns, and Denmark
Coffee	„	15,207,384	
Molasses	„	3,890,158	
Rice and grits	„	3,480,037	
Chicory	„	1,213,313	Holland and Belgium
Raisins, prunes, and figs	„	2,199,226	Spain and Portugal
Almonds	„	353,545	The Mediterranean and France
Pepper	„	370,327	Great Britain
Oranges	„	461,255	The Mediterranean
Tobacco	„	5,633,579	The Hanseatic Towns
Raw and manufactured silk	„	39,819	„
„ „ cotton	„	13,449,375	Great Britain and the United States
„ „ wool	„	4,205,913	Great Britain, the Hanseatic Towns, and Denmark
Wines	„	3,592,115	France, the Hanseatic Towns, and Great Britain
Spirits	„	2,079,717	The Hanseatic Towns, Holland, Belgium, and Great Britain
Oils	„	8,832,696	Great Britain, United States, Russia, Denmark, and the Hanseatic Towns
Colours	„	929,951	Great Britain and the Hanseatic Towns
„	riksdaler	409,108	
Glass	centner	634,616	Holland, Belgium, and the Hanseatic Towns
Coal	cubic fot	17,487,867	Great Britain
Machinery	riksdaler	3,100,369	„
Iron	centner	298,129	„
Gold in bullion	ort	17,331	„
Silver	„	1,303,040	„

The chief imports from Great Britain and Ireland in 1866, as compared with 1865, were:—

		1866.	1865.
Coal	cubic fot	17,261,985	16,644,554
Machinery	riksdaler	2,053,019	1,371,399
Iron rails	centner	229,701	601,965
Iron ware	skalpund	464,249	446,515
„	riksdaler	119,244	128,287
Wool, raw and manufactured	skalpund	1,735,404	1,976,440
Cotton „	„	12,201,892	8,953,460
Sugar	„	6,127,165	6,484,838
Molasses	„	339,479	89,387
Coffee	„	3,262,678	1,145,728
Rice and grits	„	1,896,634	1,354,540
Oils	„	1,404,244	2,779,639
Wines	„	221,887	166,057
Spirits	„	26,953	35,925
Pepper	„	207,721	240,485
Seed	„	173,314	51,586
Colours	„	135,615	263,296
„	riksdaler	92,659	115,128
Gold, in bullion	ort	17,250	..
Silver, „	„	1,303,000	..

It appears from the above that there was a decrease in the importation of rails, wool, colours, and of oils during 1866; but that there was an increase in the importation of coal, machinery, and colonial goods, and in cotton especially a very large increase.

The imports from the British colonies mainly consisted of unrefined sugar and spirits; and of logwood in smaller quantities.

Customs Dues.—The Custom dues paid for exported and imported goods in 1866, amounted to 12,619,236 riksdalers.

	Riksdaler.
Stockholm received	4,583,682
Gothenburg	4,402,076
Malmö	905,126
Norrkoping	509,252
41 other towns and places	2,219,000

The Customs dues paid for the following articles are calculated to have amounted to :—

	Riksdaler.
Sugar	3,594,000
Coffee	1,521,000
Tobacco	1,469,000
Spirits	888,000
Wines	348,000
Manufactured cotton, wools, and silk ..	2,113,000
Other Goods	2,672,236

II. *Shipping.*

In 1865 the mercantile marine of Sweden consisted of 3,155 vessels, with an aggregate tonnage of 83,524 "nyläster" (about 417,620 English tons); but at the close of 1866, it had increased to 3,323 vessels, with an aggregate tonnage of 89,559 "nyläster" (about 447,795 English tons). The mercantile marine of Sweden has never, with the exception of one year, been so large, viz., in 1859, when it was even somewhat larger than in 1866.

The number of Swedish vessels employed in the foreign trade of 1866 was as follows :—

	Number of Vessels.	Tonnage.	
		Nyläster.	Tons.
Steamers	29	1,144	5,720
Sailing vessels ..	1,233	67,061	335,305
Total.. ..	1,262	68,205	341,025

The above vessels belonged to the following ports :—

	Number of Vessels.	Tonnage.	
		Nyläster.	Tons.
Stockholm	75	5,664	28,320
Gothenburg	147	13,382	66,910
Gefle	60	6,430	32,150
Calmar	66	3,791	18,955
Other towns	395	21,911	109,505
Boroughs	77	2,240	11,200
Belonging to country owners	442	14,787	73,935
Total.. ..	1,262	68,205	341,025

In addition to the foregoing, Sweden has also employed in foreign trade vessels belonging to Norway, Great Britain, and other States. The following Table shows the proportion in which the vessels of the States specified took part in the foreign trade in the year 1866.

	With Cargo from Sweden.	With Cargo to Sweden.	Total Tonnage in Nyläster.	Per-centage.	Remarks.
	Tonnage in Nyläster.				
Swedish ..	132,503	80,167	212,670	33·3	Compared with 31 per cent. in 1865
Norwegian ..	174,761	26,409	201,170	31·5	Compared with 36 per cent. in 1865
British ..	47,880	33,657	81,537	12·8	
Vessels of other States	94,750	48,483	143,233	22·4	
Total ..	449,894	188,716	638,610	..	Compared with 603,429 nyläster in 1865

On comparing the shipping of 1865 with that of 1866, it appears that in the aggregate tonnage of the latter year, there was an increase of about 6 per cent.

The trade between Sweden and Great Britain was divided between Swedish, Norwegian, British, and other bottoms, in the following proportion :—

	With Cargo from Sweden.		With Cargo to Sweden.		Total Tonnage in Nyläster.	Proportion.
	Number.	Tonnage in Nyläster.	Number.	Tonnage in Nyläster.		
Swedish	989	51,835	746	34,504	86,339	27·
Norwegian	817	81,958	238	16,420	98,378	30·7
British	542	46,801	375	33,112	79,913	29·9
Vessels of other States	777	42,442	264	13,286	55,728	17·4
Total	3,125	223,036	1,623	97,322	320,358	..

The tonnage of British vessels employed in the trade between Sweden and Great Britain in 1865 was 78,179 nyläster (about 390,895 English tons), being 24·9 per cent. of the entire carrying trade between the two kingdoms, from which it appears that no increase or decrease took place in 1866 with regard to the proportion of freight carried in British bottoms, although in the tonnage there was an increase of from 78,179 to 79,913 nyläster (an increase of about 8,670 English tons). During the three years, 1862 to 1864, the freight carried in British bottoms amounted to 58,745 nyläster (about 293,725 English tons), being 22·8 per cent. of the entire trade between Sweden and Great Britain, and on comparing the same three years with 1865 and 1866, it appears that there was an increase during the latter years, not only in the tonnage of freight, but also in its relative proportion.

Wrecks and Stranded Vessels, 1866.—From the report delivered to His Majesty by the Marine Department, based on information received from the Governors of the various provinces, relative to wrecks and

stranded vessels on the coasts of the kingdom in the year 1866, it appears that during the year 122 vessels stranded (118 in 1865), of which 35 were Swedish, and 83 foreign vessels. Of the latter 12 were Norwegian, 36 English, 7 Finnish, 9 Prussian (and Hanoverian), 5 Mecklenburgh, 4 French, 3 Russian, 3 Dutch, 3 Danish, and 1 United States vessels.

Of the total number of stranded vessels, the following were saved, viz., two Swedish and four foreign vessels by their own crews; 14 Swedish and 48 foreign vessels with assistance from the shore, while 23 Swedish and 31 foreign vessels were totally lost; the crews, however, were saved, with the exception of part of the crews of one Swedish and one foreign vessel, and the entire crews of two Swedish and four foreign vessels, who were lost.

The following is a specification of the various places at which the above vessels were wrecked and stranded :—Off the coast of the province (Läu) of Norrbotten, 2 (at Töre and Lule "Skärgard");* off the coast of the province of Westerbotten, 6 (at Holmö,† Gadd, Orefjärden,‡ Vänskäret,§ Langro-Grund,‖ off Husum); off the coast of the province of West Norrland, 3 (at Tyrstensklacken, Semgön, and Bremön); off the coast of the province of Upsala, 2 (at the Knifven Shoals); off the coast of the province of Stockholm, 11 (at Svenska Björn, Söderarm, Gräsön, Bikällen, Kanholmen, Norrbodagrundet, Korsö, and Oregrundsgrepen); off the coast of the province of Kalmar, 11 (at Kalmar, North Näsby, Gräsgard, Prestörefvet,¶ Bergqvara, Persnäs, and the north point of Oland); off the coast of the island of Gothland, 29 (at Faludden,** Näs Farö, Rohne, Salvoref, Gröttlingboudde, Ekeviken, off Hamra, near Wisby, the south point of Gotland, Skarlakans, Grundent,†† Stora Carlsö, Harvik, Ostergarnsholm, Rute, and Bergsvik); off the coast of the province of Blekinge, 2 (at Tjurö); off the coast of the province of Kristianstad, 3 (at Cimbrishamn and Torekow); off the coast of the province of Malmö, 27 (at Lerberget,‡‡ Falsterboref, Hven, Höganäs,§§ Viken, Barsebäck, Trelleborg, Arildsläge, Hillesborg, on Hvalgrundet, Smyge, Grapynten, and Knäshaken); off the coast of the province of Halland, 10 (at Getterön, Nidingen, Valda, Hafverdal, Norra Herten, Bergorefvet, south of Warberg, and on the Falkenberg Roads); off the coast of the province of Göteborg and Bohus, 16 (at Klädesholmen, near Käringön, south of Hallö, near Rörö, at the Väder Isles, on the Paternoster Shoals, Gottskär, Romsö, and Kyrkesund)‖‖ making a total of 122.

Industry.

In the foregoing part of this Report on the trade and commerce of Sweden, it has been shown that the exports from this country consist principally of mining, agricultural, and forest produce, and of some other descriptions of manufactured goods. These are, in fact, the chief industries of the country. It has also been shown that the larger proportion

* *Skargard*, that part of the sea surrounding the mainland, which is thickly interspersed with small rocks and islands.
† *O*, island.
‡ *Fjord*, bay.
§ *Skär*, rock.
‖ *Holme*, isle.
¶ *Ref*, reef.
** *Udde*, point.
†† *Grund*, shoal.
‡‡ *Berg*, rock.
§§ *Näs*, promontory.
‖‖ *Sund*, sound.

of this produce finds its way to the markets of Great Britain. Some brief statistical information, showing the development and actual position of these several industries follow.

Mining.—The greater part of Sweden abounds in mineral wealth, and the northern and middle provinces (in consequence of their abundant supply of rich ore, and extensive forests for the production of charcoal), especially present a wide field for mining industry. The unfavourable situation of the mining districts, however, and the consequent difficulty of communication, form a great natural impediment to the rapid advance of this branch of industry. Yet the following statements will show that these obstacles are being gradually overcome, and that the mining industry of this country is not stationary.

Iron.—In 1866, 11,557,987 "centner" of iron ore were raised from the iron mines of the kingdom, and 5,285,782 centner of pig iron, and 1,290,087 centner of cast-iron were produced at the various furnaces. The iron works supplied 3,923,985 centner of bar iron, 202,348 centner of cast-iron goods, 94,485 centner of steel, and 454,867 centner of manufactured iron. The quantity of iron manufactured in different forms was the largest produced during any year since 1833, that being the year from which the first official reports on this subject date. The Table below will show the annual average of the productions during the periods stated.

	Ore raised.	Production of Iron at Furnaces.			Production of Iron at Ironworks.			
		Pig Iron.	Cast-Iron.	Total.	Bar Iron.	Cast-Iron.	Steel and manufactured Iron.	Total.
	Centner.	Centner.	Centner.	Centner.	Centner.	Centner.	Centner.	Centner.
1833–1836 ...	5,050,462	2,272,515	74,787	2,347,302	1,656,596	23,265	179,657	1,859,518
1837–1841 ...	6,031,466	2,603,242	96,092	2,719,340	1,974,262	37,147	217,956	2,229,371
1842–1846 ...	6,025,064	2,681,335	116,123	2,797,458	2,018,309	45,196	258,387	2,321,892
1847–1851 ...	6,907,200	3,122,740	95,970	3,218,719	2,286,222	81,652	282,924	2,650,804
1852–1856 ...	7,936,333	3,585,526	116,432	3,701,958	2,605,123	119,216	352,255	3,076,594
1857–1861 ...	9,015,598	3,930,320	145,551	4,075,871	3,037,051	145,188	501,889	3,624,128
1862–1866 ...	10,922,801	4,970,520	132,436	5,102,957	3,322,027	191,784	583,194	4,097,005
1866... ...	11,557,987	5,285,782	129,087	5,414,869	3,923,985	202,348	549,952	4,675,685

It appears from the above that both the production and the making of iron during the 30 years above specified has been constantly increasing, and a comparison of the figures for 1866 with the average of the period from 1833 to 1836 shows an increase for 1866 of 130·7 per cent. in the production of iron, and of 151·4 per cent. in the making of iron. During the period from 1833 to 1836, only 79·2 per cent. of the iron produced was manufactured in the country; but during 1866, 86·3 per cent. of the amount produced was so manufactured.

The production of copper in the entire kingdom in the year 1866 was 43,297 centner; the average quantity in the years 1862-65 was 41,907 centner, consequently there was an increase in 1866 of 3·3 per cent.

The production of gold and silver seems to be on the decrease.

Minerals and Fossils.—The Table below shows the quantity of minerals and fossils specified that were produced in the year 1866, as compared with the average production during the period from 1862-1865.

Minerals, &c.	1866.	1862–1865.	Remarks.
Blend .. .. centner	490,300	339,636	Being an increase of 44·4 per cent.
Sulphur .. .. „	10,536	7,687	Being an increase of 37 per cent.
Vitriol and red ochre „	20,257	9,427	Being an increase of 114·8 per cent.
Alum.. .. .. casks	5,575	5,852	Being a decrease of 4·7 per per cent.
Porphyry and marble, riksdaler	27,946	31,694	Being a decrease of 12 per cent.
Coal .. .. .. cubic fot	1,670,186	1,473,019	Being an increase of 13·5 per cent.

The districts in which mining operations are at present chiefly carried on are the provinces of Wermland, Nerike, Westmanland, and Dalecarlia.

Dynamite.—An important discovery has been lately made by a Swede of the name of Nobel, in the application of nitro-glycerine to blasting purposes. The practical results of this blasting material have been found so far superior to the effects produced by gunpowder, that it is now generally employed in this country, in blasting and mining operations, to the almost entire exclusion of gunpowder.

The application of nitro-glycerine in mining operations has hitherto, however, been attended with one difficulty, arising from the liquid character of the material, in consequence of which it has not been possible to prevent the oil from penetrating into crevices of the rock. Great caution has therefore been requisite to avoid accidents which, nevertheless, have unfortunately occurred.

The facility with which nitro-glycerine explodes on concussion has also proved a great hindrance to its more extensive application.

The inventor's experiments have, therefore, been assiduously directed to the discovery of some means by which these objections might be obviated, and his endeavours have now been crowned with signal success, he having succeeded in producing a powder which, possessing all the explosive powers of nitro-glycerine, is yet perfectly free from danger. This new powder is called dynamite.

The advantages of dynamite over nitro-glycerine are chiefly the following:—

It may be packed in barrels or chests, and be transported by any means of conveyance without the slightest danger. If ignited with a match, or in any other way, it burns with a clear flame without report or explosion. It is so insensible to concussion, that it can only be exploded by a very strong charge. Dynamite also possesses the further advantage, that crevices in the rock or ore can be charged with it without previous boring. The powder resembles light coloured brick-dust. It costs 1 riksdaler 50 öre per lb., and is consequently cheaper than nitro-glycerine.

The following interesting experiments, made some time since at Hufvudsta, near Stockholm, in consequence of a request received from abroad, to obtain photographic representations of the effects produced by a large charge of dynamite, shows its enormous power.

At a stone quarry on the estate a rock projecting from a large mass of granite was selected for the experiments. The edge of this rock formed an irregular circular bow. It rose perpendicularly from the ground to the height of 17 feet, from which point it sloped upwards to the place where the bore was made. At this spot the rock was about 20 feet from the ground measured through the mass.

The distance from the bore to the edge was first measured. To understand these measurements, it is requisite to imagine the bore as the centre of a half-circle, the diameter of which from north to south is 37 feet, and the radii of which run from the bore to the edge of the rock, vary in length from 15 to 30 feet. This will show the enormous mass of rock contained within the segment of the circle so described. On viewing the bore, which was 12 feet in depth, and 1 inch in diameter, and the enormous block of granite in which it was made, it appeared almost impossible that the solid mass could be moved.

The process of blasting was as follows :—

The bore was first cleaned, and then loaded with the powder (which had been conveyed to the place in a wooden case in small charges. The powder was tightly rammed down with a wooden rammer after each charge, so that no empty space should occur. In this manner the bore was filled to the height of 9 feet with 6 lbs. of dynamite; after which a percussion cap of tin plate, 1 inch in length and $\frac{1}{8}$th of an inch in diameter, loaded with a strong explosive charge, was fastened to the end of a train line, and lowered into the bore, so that the cap rested on the powder. The remainder of the bore was then filled with sand.

The man who had loaded the bore gave the signal "Ready," and with a sharp explosion the charge was fired. The effects were great, although the desired results were not fully attained, which, from the first, appeared to be a physical impossibility. The upper part of the rock about the bore was shattered to pieces; and several fissures were effected, which extended from the bore to the outer edge of the rock, and from thence down to the ground, in addition to which fissures were observed, at the back of the bore extending up the rock.

It was now perceived that the bore, considering its dimensions, had been made too far from the edge, and that renewed experiments would probably not produce very great effects, as the gas from the dynamite would stream out through the numerous fissures created by the first explosion. A second charge was, however, introduced, the only result of which was that the former fissures were somewhat extended. As a last attempt, the bore was loaded for the third time with a larger charge, 10 lbs., of dynamite. A heavier report than the previous ones now followed, and was accompanied by an unexpected and almost incredible result. The whole of the immense mass of rock (which at a moderate computation may be estimated at 11,000 cubic feet) was lifted to some height from the ground, and then fell again into its former position. The segment of a circle before described on the surface was rent with gaping fissures. The fissure running in the southern radius was 15 feet long and 4 or 5 inches broad; that in the eastern radius, 20 feet in length, and about the same breadth as the former; and that in the north-easterly radius, 30 feet in length, and 3 inches in breadth. All the fissures extended through the rock to the ground. There was also a fissure towards the north of about 4 inches in breadth, extending deep down into the rock, besides which, the rock at the back of the bore was very much broken. The whole of the mass lying between the bore and the outer wall of the rock, in which there were also transverse fissures, was found to be so split that the greater part could be removed with a lever. There is no doubt that the effects produced by the three charges would have attended the first alone, had the bore been made large enough to admit a charge sufficient in quantity to effect the immense results that were desired.

The following experiments were subsequently made to show how little danger is connected with firing dynamite.

About half a pound of dynamite was laid on a stone and was ignited

with a match. The powder then burned with a clear yellowish flame and only left a little white powder after it was consumed.

On another flat stone, 3 feet in length, 2 feet in breadth, and 1 foot in height, a handful of dynamite was placed, and the powder was ignited by m ans of a percussion cap fastened to a train line, when a strong explosion ensued, and the stone was broken into several pieces.

Finally, the following experiments were made on the ice on the Ulfsunda "Fjord":—A case, 8 feet in length, and $1\frac{1}{2}$ inches square, was filled with about 8 lbs. of dynamite, and laid on the surface of the ice, which was from 15 to 18 inches in thickness. The contents of the case were ignited by means of a train-line and a percussion cap. The explosion was attended by a magnificent report of the greatest intensity, resembling the simultaneous discharge of a large number of guns. The case itself was so thoroughly shattered that its remnants were only discovered in the form of a very fine brownish powder, which coloured the ice for a considerable circuit around. The ice was opened for about 9 feet in length, and 2 feet in breadth.

The above experiments clearly proved the enormous power of dynamite; its complete freedom from danger in connection with transport, loading, ignition, and concussion; and its many advantages to gun-powder and nitro-glycerine, as applied to mining and blasting operations.

Agriculture.

The most fertile parts of Sweden are the plains of Skane and Ostergötland, part of Westergötland, Södermanland, Nerike, Wermland, and Upland. It is in these provinces that agricultural pursuits are principally followed; but they are also exercised, although on a smaller scale, in several other parts of the kingdom. The province in which agriculture in this country has, at present attained its highest perfection, is Skane. Generally speaking, agriculture in Sweden is in a state of progression. Complete statistical reports are only available for the year 1865, previous to which time reliable information cannot be obtained. The following statement is, therefore, grounded on approximate statistical reports for the year 1865 :—

The superficial area of cultivated soil, constituting 9 per cent. of the area of the entire kingdom is in round numbers 48,397,000 "quadrat refvar," of which 237,400 quad. ref. constitute building plots and gardens, 26,320,000 quad. ref. arable land, and 21,840,000 quad. ref. native meadow land.

During the year 1865, the proportion between the seed sown and the crops reaped, was as follows :—

		Seed Sown.	Crops Reaped.
Grain..	cubic fot	13,967,000	73,631,500
Leg Pulse	„	596,700	2,427,600
Potatoes	„	7,667,800	47,234,000
Other Roots	„	..	3,997,000

The following comparison between the surplus left for exportation in 1866, after deducting the quantity required for home consumption, and the average annual surplus during the decennium 1856 to 1866 gives an approximate view of the extent to which the produce and exportation of grain are increasing :—

Average of the Years	Surplus left for Exportation.						Total.
	Wheat.	Rye.	Barley.	Oats.	Meslin.	Peas.	
1856–66 ... ... cubic fot	107,407	...	1,382,119	7,245,613	1[1],527	27,776	8,774,442
1866 ... ... ,,	221,821	174,090	1,636,110	10,143,900	25,301	21,525	12,222,747

Forest Produce.

It has been shown above that only 9 per cent. of the entire area of land in Sweden is cultivated, the remaining 91 per cent. consist chiefly of forest land.

A country with such extensive forests might reasonably be supposed to possess almost inexhaustible resources of forest produce; yet there is a general apprehension of an approaching failure in this product in the populated parts of the kingdom.

Hitherto immense quantities of wood and timber have been exported, but a reduction in this article of export is likely soon to take place, as the forests in the more populous parts of the kingdom consist chiefly of young wood; and the forest districts in the northern parts, situated along the lines of communication are said to have been ravaged to a great extent. No considerable compensation for this deficiency can, at present, be expected from the vast Norrland forests, in consequence of the difficulty of obtaining easy communication through the mining districts.

That the forests in the far north do, however, contain immense quantities of timber, which only require means of communication to be brought into the market, may be seen by the following statement:—

In the province of Norrbotten the forest land is estimated at about 4,238,000 acres; in the province of West Norrland at about 2,801,000 acres; in the province of Helsingland at about 2,914,000 acres; and in the province of Gestrikland at about 754,000 acres.

Information for Persons wishing to Purchase Land in Sweden.

1. A British subject can hold real property in Swedeu, on special permission being granted by the Crown, and whieh permission has never yet been refused.

2. There is not, strictly speaking, any other tenure than freehold, with the exception of some little Crown property which is held during the pleasure of the sovereign, or for the life of the tenant, and in some cases with the possibility of renewal to the next heir. Leases beyond the term of a few years are very uncommon.

3. The value of real property is determined, not by any number of years purchase, but by the capital represented by the annual revenue. The net revenue, taken as 6 per cent. interest, will, usually, give the normal value of land and house property. At the present time, in consequence of the great scarcity of money, good estates may be bought, *for cash*, at two-thirds of their normal value.

4. When estates, or plots of land, are farmed out, the value is paid either in currency or in kind, or in both, according to agreement.

The system of allotting out estates into farms is somewhat rare in Sweden. Owners, generally, cultivate their own land.

Manufactories and Manufactured Goods.

The value of the goods manufactured in 1866 at 2,327 manufactories, employing 31,322 hands, was 83,748,421 rigsdalers. The annual average of the value of manufactured goods during the last five years was only

73,521,713 riksdalers, the number of manufactories being 2,409, and of hands 29,161.

From this it appears that, although the number of manufactories has decreased, yet the value of manufactured goods has considerably increased, which is probably a consequence of concentration and improvements in the methods and appliances employed.

The following Table shows the value of goods manufactured at the specified manufactories in the year 1866 :—

	Number.	Workmen.	Value of Goods Manufactured.
			Riksdaler.
Factories for woven goods ..	122	7,037	17,547,904
Spinneries	50	3,244	14,299,702
Sugar refineries	9	1,240	13,036,625
Tobacco manufactories ..	105	2,481	6,329,216
Paper mills	68	1,795	3,390,484
Match manufactories ..	14	1,415	859,382
Engineering and mechanical works	93	4,727	7,892,565
Various other manufactories	1,866	9,383	20,392,543

Remarks.—The value of goods manufactured at the weaving and spinning manufactories exceeds that of 1865 by more than seven millions of riksdalers.

Traffic Communication.

From the foregoing it appears that the industry of Sweden connected with mining, agricultural, and manufacturing produce, has, hitherto, been steadily on the increase. This progression which, to a great extent, has taken place in later years, stands in connection with an increased sale of produce in the foreign markets, which, again, has been mainly promoted by greater facility in the means of traffic communication.

The means of communication for the transport of industrial produce from the interior of the country that existed previous to 1832, were confined to the high roads, and the natural water courses ; and in winter, the sleigh roads formed through the forests and over the lakes. In 1832 the Gotha Canal was opened, which cuts through the country between Gothenburg and Soderkoping. It was not until very lately that communication was facilitated by various lines of railway, now forming a total length of about 150 Swedish, or upwards of 1,000 English miles.

Railways.

The principal railway communications at present completed are the Government lines. These are as follows :—

The Western Trunk Line.—From Stockholm through the towns of Södertelje, Sköfde, Falköping, and Alingsas, to Gothenburg, 42·6 Swedish miles.

The Southern Trunk Line.—From Falköping through Jönköping and Lund to Malmö, 35·6 Swedish miles.

The Northern Trunk Line.—From Stockholm to Upsala, 6·2 Swedish miles.

The North-western Trunk Line.—From Laxa (a station along the Western Trunk Line, half-way between Stockholm and Gothenburg), to

Christinehamn, 56 miles; and from Arvika to the Norwegian border, 3·2 miles, 8·8 Swedish miles.*

The Eastern Trunk Line.—From Cathrineberg to Norrköping, 6·5 Swedish miles.

The Hallsberg-Orebro Branch Line, 2.3 Swedish miles.

The private lines are :—

The Royal Swedish Köping-Hult Railway.—From Orebro to Arboga and Köping, 6·0 Swedish miles.

The Gefle-Dala Railway.—From Gefle to Fahlun, 8·5 Swedish miles.

The Skane Branch Lines.—To Christianstad, Ystad, Landscrona, and Helsingborg, 15·0 Swedish miles.

The Wenersborg Railway, 8·5 Swedish miles.

The total gross traffic receipts from all the Government railways amounted, in 1856, to the sum of 5,064,370 riksdalers, to total disbursements to 3,009,658 riksdalers; consequently, the net profits were 2,054,712 riksdalers, corresponding to about 3 per cent. on the capital expended on the construction of the lines.

GEFLE.

The town of Gefle possesses, according to last year's census, 12,403 inhabitants. In the year 1857 the number of inhabitants amounted to 10,074, showing, therefore, in 10 years an increase of 2,329.

The harbour is approachable from both sides of the Limön, and admits vessels on the north side, drawing 17 feet, and on the south side vessels drawing 21 feet. The pilot station is at Eggegrund, where a cutter is stationed; but in bad weather the pilots are forced to withdraw to Limön, where they reside, and meet the ships as far out as possible in their boats when they draw in sight.

The outer roadstead is of considerable extent, and deep enough for all ships. The inner roadstead lies close to the town with an anchorage of 16 feet, but only six or seven vessels can ride there comfortably at the same time. At the mouth of the Gefle river there are wooden quays extending to 2,000 fathoms, and admitting vessels drawing 11 feet of water. There is, also, a new artificial harbour on the northern bank which admits from 50 to 60 vessels, drawing 11 to 12 feet of water.

The neighbouring loading ports belonging to the Gefle Custom-house district are, Axmarby, Axmarbruk, Norrsundet, and Skutskär.

Ships from foreign ports bound thither must first report themselves at the Gefle Custom-house in order that they may be cleared inwards.

The Gefle-Dala Railway has greatly augmented the trade of this place, as the districts of Dalarne and Gestrikland, which abound in wood and metals, and where there are many improved iron-works and steam saw-mills, have naturally been drawn within its boundaries; so that, notwithstanding present dull times, the export and import trade has yearly increased.

Commerce.

According to the Custom-house statistics, the exportation during the year 1867, compared with the two former years, was as follows :—

* The junction of these two lines is now being effected, and when completed will form, by means of a line already existing from the border through Norway, an unbroken communication to Christiania.

Articles.		1867.	1866.	1865.
Metals:—				
Bar and steel iron ..	centner	588,476	390,040	352,454
Pig iron	„	110,136	74,137	32,598
Iron, sundry sorts ..	„	5,520	1,606	9,070
Steel, and steel ingots ..	„	41,850	11,646	56,427
Copper	„	2,951	3,132	648
Wood:—				
Deals, boards, and deal ends	cub. ft.	8,981,794	7,858,204	7,970,957
Timber	„	150,890	321,207	390,992
Spars and masts ..	number	4,301	..	1,163
Ribs and oar materia's ..	„	10,707	..	..
Sulphur	centner	4,999	8,594	..
Vitrol	„	200	445	..
Red ochre	barrels	1,790	..	2,677
Bricks	number	11,000	..	12,350

Summary of Exports in 1867.

	Steel and Bar Iron.	Pig Iron.	Iron, Sundry Sorts.	Steel and Steel Ingots.	Copper.	Deals and Boards.	Deal Ends.	Timber.	Spars and Masts.	Ribs and Oar Materials.	Sulphur.	Vitriol.	Red Ochre.	Bricks.
	Cntr.	Cntr.	Cntr.	Cntr.	Cntr.	Cub. Ft.	Cub. Ft.	Cub. Ft.	No.	No.	Cntr.	Cntr.	Barrels.	No.
America	80,566	..	..	..	..	..	..	..	..	..	..	..	..	..
Australia..	1,447	..	..	160	..	383,354	..	..	..	..	..	..	..	..
Belgium	..	..	..	..	..	134,294	..	..	..	..	..	..	..	..
Denmark..	56,410	..	..	..	..	11,286	..	..	..	..	..	..	..	..
England	415,922	108,576	5,520	41,690	..	6,507,005	31,104	115,693	12	10,601	..	..	..	..
France	32,392	1,560	..	..	..	1,054,036	..	22,538	..	..	..	..	..	..
Gibraltar and Malta	486	..	..	..	..	101,753	..	1,563	..	..	..	..	..	..
Lübeck	1,253	..	..	..	..	310,308	..	..	..	..	..	..	..	..
Holland and the Netherlands	..	..	..	..	..	29,721	..	..	4,222	106	..	..	..	..
Norway	..	..	..	..	..	12,084	..	11,096	67	..	..	..	..	..
Prussia	..	..	..	..	2,951	6,523	..	..	..	..	4,999	200	..	..
Portugal	..	..	..	..	..	72,018	..	..	..	..	..	..	..	..
Russia and Finland..	..	..	..	..	..	15,750	..	..	..	..	..	..	1,790	11,000
Spain	..	..	..	..	..	312,561	..	..	..	..	..	..	..	..
Total	588,476	110,136	5,520	41,850	2,951	8,950,693	31,104	150,890	4,301	10,707	4,999	200	1,790	11,000

Smaller items are not included in the above.

Shipping.

Sailed to foreign ports—

	No. of Vessels.	Swedish Läster.	English Register Tons.
1867	580	42,818	137,018
1866	479	36,911	118,116
1865	479	37,120	118,784

The number of vessels cleared during the year was—

Nationality.	No. of Vessels.	Swedish New Läster.	English Register Tons.
Swedish	141	8,447·5	..
Norwegian	162	14,544·5	..
English	101	7,941·5	25,413
Russian and Finnish ..	60	4,314·5	..
Prussian	46	3,101	..
Danish	45	2,711·5	..
Mecklenburg	11	835	..
Netherland	7	221·5	..
French	4	221·5	..
American	1	96·5	..
Bremen	1	357·5	..
Hanoverian	1	25·5	..
Total	580	42,818	137,018

Departures.

	No. of Vessels.
To England :—	
Swedish	67
English	100
Norwegian	80
Danish	37
Prussian	34
Russian and Finnish	34
Mecklenburg	9
Dutch	1
Hanoverian	1
Total	363
Making in all 95,190 English register tons.	
To France :—	
Swedish	6
Norwegian	43
French	4
Mecklenburg	2
Danish	1
Total	56
Making in all 13,338 English register tons.	
To Russia :—	
Swedish	12
Russian	18
Dutch	2
Prussian	2
Norwegian	1
Danish	1
Total	36
Making in all 2,608 English register tons.	

	No. of Vessels.
To Lubeck :—	
Swedish	21
Russian	8
Danish	3
Prussian	2
Total	34
Making in all 4,234 English register tons.	
To Denmark :—	
Swedish	17
Norwegian	5
Danish	1
Prussian	1
Total	24
Making in all 1,578 English register tons.	
To Spain :—	
Swedish	4
Norwegian	9
Danish	1
Total	14
Making in all 4,264 English register tons.	
To Belgium :—	
Norwegian	6
Prussian	2
Dutch	1
Total	9
Making in all 2,320 English register tons.	
To Australia :—	
Swedish	6
English	1
Bremen	1
Total	8
Making in all 5,992 English register tons.	
To Holland :—	
Norwegian	4
Holland	3
Prussian	1
Total	8
Making in all 1,779 English register tons.	
To America :—	
Swedish	1
Norwegian	4
American	1
Total	6
Making in all 2,178 English register tons.	
To Prussia :—	
Swedish	2
Prussian	4
Total	6
Making in all 486 English register tons.	
To Norway :—	
Norwegian (of 647 English register tons)	5
To Gibraltar :—	
Swedish	3
Norwegian	2
Total	5
Making in all 1,293 English register tons.	

	No. of Vessels.
To Portugal:—	
Swedish	1
Norwegian	3
Total	4
Making in all 892 English register tons.	
To Mecklenburg:—	
Swedish (of 83 English register tons)	1
To Malta:—	
Danish (of 138 English register tons)	1

IMPORTS.

Articles.		1867.	1866.	1865.
Spirits:—				
Arrack	lbs.	9,892	80,668	121,841
Brandy	„	23,636	11,222	6,743
Rum	„	968	3,612	5,320
Other kinds	„	83	19,336	2,944
Bread	„	8,300	..	..
Cider and Fruit:—				
Syrup	„	2,436	36,437	34,294
Fish, salted:—				
Herrings	cubic feet	47,704	44,523	60,180
„ small	„	8,626		
„ dry of all kinds	centner	7,180	6,365	12,812
Beef and pork	„	1,835	5,384	..
Iron:—				
Cast, pig	„	6,528	7,680	11,230
Anchors and chains	„	1,990	..	..
Manufactured iron	lbs.	1,172	..	..
Coffee	„	176,402	385,075	529,952
Oils	„	11,300	..	..
Cheese	centner	210	..	..
Saltpetre	lbs.	46,219	..	..
Salt	cubic feet	152,199	118,672	289,013
Treacle	lbs.	369,063	172,901	68,630
Butter	centner	834	637	..
Sugar, refined	lbs.	464,410	268,570	142,557
„ raw	„	11,489	14,672	9,068
Grain:—				
Barley	cubic feet	17,967	24,076	8,195
Rye	„	202,943	199,845	102,895
Rice	lbs.	32,173	8,785	34,294
Other kinds	cubic feet	8,816	15,954	12,951
Hemp	centner	1,598	2,625	2,344
Flour:—				
Wheat	„	14,084	7,712	3,901
Rye	„	43,217	1,310	3,420
Coal and coke	cubic feet	528,748	789,315	936,361
Tallow	centner	1,325	714	..
Turpentine	lbs.	5,164	..	..
Tobacco, manufactured:—				
Leaf	„	47,486	105,593	120,403
Scrubs	„	91,749		
Train oil	„	34,692	..	..
Cordage	„	12,525	..	..
Wool	„	17,818	..	..
Wine:—				
In bulk	„	10,546	68,464	73,233
Bottled	kannor	166	864	596
Woollen Stuffs	lbs.	1,343	..	..
Sail cloth	„	1,770	..	..

NORRKOPING.

Is situated on the Bay Braviken, and Motala stream, in one of the most fertile provinces of Sweden—"Ostergotland." There is railway communication to Malmö, Gothenburg, and Stockholm. Vessels drawing from 14 to 15 English feet can anchor off the town.

The import trade to Norrköping from England consisted, in 1867, principally of 766 keels of coals, 300 tons of soda, cotton, wool, copperas, wine, porter, tools, engines, &c.

In consequence of the unsteady cotton and wool prices during the past year, the Norrköping spinners mostly bought small quantities for monthly consumption, and which generally arrived by rail *via* Malmö, Gothenburg, or Stockholm.

The export trade from Norrköping to England consisted of about 900 St. Petersburgh standard 3 by 9 inches mixed deals and battens, 1,000 tons of bar iron, and a few good cargoes of oats, other grain, and agricultural produce; as also 11,600 dozens of pit props, 3, 4, 5, and 6 inches tops; 1,200 tons of pig iron, 500 tons of bar iron, and 750 tons of old iron (splitted cannons), and smelt pieces.

During the year 80 vessels entered this port from Great Britain, of which number 12 were British vessels; and 38 vessels cleared for the United Kingdom, 11 of which were British. About 200 foreign vessels are said to be engaged in the import trade of this town.

Norrköping, although only a small town of about 16,000 inhabitants is celebrated in Sweden for its many cotton and woollen manufactories, and for the industry of its population. It possesses a good dry dock, and a very fair shipbuilding and repairing establishment (Häggblad's Wharf).

At Motala "Mekaniska Werkstad's" Wharf, three Swedish Monitors were lately constructed, and shortly a Norwegian Monitor is about to be launched there. Iron steamers, steam-engines, &c., are also constructed there.

The large Finspong gun-foundry is also near Norrköping. Some years back three cannon founderies existed in Sweden. These establishments were those of Finspong, d'Aker, and Stafsjö. The two latter founderies have now ceased to exist, as the insignificance of their business transactions did not meet the working expenses; consequently the foundery of Finspong is the only one in existence. This establishment is remarkable for the excellent quality of its metal, and for the large delivery of artillery to the following foreign countries:—viz., Prussia, Russia, Italy, Belgium, and Denmark. Cannon-balls, &c., are also cast at Finspong.

HERNOSAND.

The agricultural produce of this district is insufficient for the consumption, and the deficiency is supplied by importation from Russia and from other parts of Sweden.

From 600,000 to 800,000 timber blocks are annually produced at Hernösand.

Four ship-building yards exist in this district, but during the year 1867 only two vessels were built—viz., a vessel of about 400 Swedish läster, and a brig of about 100 Swedish läster, both of red deal. Three vessels of about 150 läster each are in process of construction.

Of the six iron-works of this neighbourhood, one is a high furnace. Pig and forged iron are principally disposed of in the province, and the small surplus is exported. There it no supply of ore, but it is transported from mines in the South of Sweden.

The importation of this place is very insignificant. The chief articles

of import are hemp, corn, and linseed from Russia; some woollen and cotton goods from Germany. The other requirements of the district are supplied by importments from the larger towns. The export consists almost exclusively of wool and timber, such as deals, boards, and balks, of which the largest part go to England, France, and Germany, and to the Danish ports in the Baltic.

The exportation of the year consisted of 9,012,872 cubic feet deals and boards, 775,659 cubic feet balks; 19,728 centner bar iron, and a small quantity of round timber nails, iron plate, and tar.

Shipping.

The shipment of the goods exported during the year was divided between the undermentioned countries as follows:—

	Number of Vessels.	Tonnage.
		Swedish New Läster.
England	9	950
Holland	4	650
Sweden	72	4,091
Norway	369	31,746
Belgium	1	96
Denmark	8	680
France	14	1,520
Germany	31	2,085
Russia	49	1,374
Total ..	557	43,222

During the year direct communication with Lübeck was maintained by one steam vessel.

General Statement of the Trade of Hernösand for the Year 1867.

Vessels Arrived.			Importation.		Exportation.						
	Vessels.	Cargo.		Value.	Vessels.	Cargo.	Wood Goods.		Iron.		
	No.	Tons.		£	No.	Tons.	Cubic Feet.	£	Cntr.	£	£
Swedish	72	..									
Norwegian	369	..	Norway	..	1	276	27,352	825	..	..	825
British	9	2,333	Great Britain	810	156	47,679	4,530,500	137,300	17,001	3,800	141,100
Belgian	1	..	Belgium	..	41	9,240	913,006	27,655	..	..	27,655
Danish	8	..	Denmark	..	31	2,859	290,910	8,815	..	..	8,815
Dutch	4	..	Holland	..	10	3,150	323,650	9,875	..	..	9,875
French	14	..	France	..	203	48,309	4,705,400	145,015	2,727	606	145,621
Russian	49	..	Russia	21,140	30	91	..	..	..	..	..
German	31	..	Germany	18,360	53	6,849	686,340	20,805	..	..	20,805
Other Countries	..	..	Other Countries	..	28	9,102	895,980	27,150	..	..	27,150
Total	557	2,333	Total	40,310	553	127,555	12,373,138	377,440	19,728	4,406	381,846

Export of timber, deals, battens, and boards from Hernösand's Custom-house district during the year 1867 :—

	Cubic Feet.	Petb. Stand.
J. A. Kjellberg and Sons	885,335	5,366
E. L. Berger	793,473	4,809
Mueller and Tagart	757,849	4,593
Lockmö Steam Saw Mill Company	668,892	4,054
James Dickson and Company ..	595,809	3,611
Er. Ahlnander	571,651	3,465
G. F. Burman	510,822	3,096
J. C. Kempe	504,954	3,042
Chr. Hansen	498,888	3,024
Holm Graninge Company.. ..	367,600	2,228
P. E. Thunberg	332,890	2,018
J. E. Francke	321,370	1,948
C. A. Wiborg	311,285	1,887
Nywik Steam Saw Mill	293,830	1,781
Henr. Holmberg	280,767	1,702
Joh. Wikner and Company ..	268,441	1,627
Joh. Fahlén	242,528	1,470
Jon. Sjödin..	213,254	1,292
C. A. Engblom	183,735	1,126
Bergman Olsson	183,190	1,110
Joh. Nyberg	167,655	1,016
Bernh. Kempe	123,332	747
Forss Steam Saw Mill Company ..	119,380	724
Osc. Norrbom	103,785	629
A. Fröding and Company.. ..	72,281	438
C. J. Fehrnström	66,882	405
O. Cassell	66,126	401
Aström and Nessén	50,072	303
O. Sjöström Creditors	46,552	282
N. Wikström	45,515	276
C. M. Norman	45,035	273
H. Schale	35,160	213
Sundries	61,193	369
Total	9,788,531	59,325

SUNDSVALL.

British Shipping in 1867.

Number of vessels, 26; aggregate tonnage, 5,489 English tons; aggregate number of crews, 204.

Of the above, one vessel entered with a cargo of 605 centner salt pork, 581 centner alkali, 79 centner bolt iron, 960 centner pig iron, 1,113 cubic feet of steam coal, and 3,469 cubic feet of coke, the value of the whole being 1,852*l.* 13*s.* 4*d.* Seven vessels entered with iron for ballast, and 18 entered in ordinary ballast.

The whole of the 26 vessels cleared out with cargoes of deals, timber, and various wood goods, the aggregate value of which was 9,467*l.* 14*s.*

CALMAR.

Agriculture.

Agricultural pursuits are diligently pursued both in the neighbourhood of Calmar, and also in the island of Oland. Rye, barley, and oats are the kinds of grain chiefly produced.

Rye on the main land is of good quality. In Oland, on the contrary, it is of an inferior description.

Barley.—Oland produces a particularly good description of this grain, which is greatly in demand for the malt kilns.

Oats of good quality are produced on the main land, but the oats grown in Oland are inferior and very light.

Potatoes are extensively cultivated, and in special demand for the distilleries.

In consequence of the changeable and unfavourable weather, the harvest of last year was scarcely an average one.

A statement of the prices of the several kinds of grain and of potatoes, and other agricultural produce at the port of Calmar during the quarter ended 31st December, 1867:—

	Prices free on Board in British Sterling at the Current Rate of Exchange, and per English measure.		Rate of Freight to England.
	£ s. d.	£ s. d.	
Wheat, ordinary, per imp. qr.	3 2 3	3 4 2	To London 3*s.* sterling per imperial quarter.
Rye .. .. „	2 10 7	2 12 6	
Barley .. .. „	1 13 0	1 15 0	
Oats .. .. „	0 17 6	0 19 5	
Peas .. .. „	3 0 3	3 2 3	
Potatoes .. .. „	0 13 7	0 15 7	

Manufactories, &c.

The town and district of Calmar contains the following manufactories and works:—One sugar refinery; one chicory manufactory; two tobacco manufactories; three match manufactories; one candle manufactory; two tanneries; two rope-yards; one steam flour-mill; one steam saw-mill; one oil-press, connected with a soap manufactory; a wharf in connection with a patent slip.

On the island of Oland there are two alum-works, but within this Vice-Consular district there are no other mineral operations. In other parts of the province, however, and more especially in the neighbouring Governmental district of Kronoberg, there are various iron-works, from which bar-iron and nails arrive here for exportation.

Exports.

There is a lively exportation of wood goods, which are mostly shipped to the Danish and German ports in the Baltic, and also to Great Britain, the Mediterranean, and the Brazils.

The following is a statement of the exports of the year 1867, compared with those of 1866 and 1865:—

Articles.		1867.	1866.	1865.
Alum	centner	7,707	3,583	6,145
Oak Bark	cubic feet	53,359	61,836	45,850
Pitch	centner	15	42	164
Bar iron	„	3,392	1,877	1,445
Plate iron	„		3,480	4,353
Nails	„	57	14	8
Linseed and turnip cake	„	800	5,056	2,794
Truffle	lbs.	40	259	534
Grey paper	„	19,200	21,350	24,400
Potatoes	cubic feet	..	3,025	3,508
Rye	„	3,457	7,980	25,813
Barley	„	25,281	47,792	39,469
Oats	„	84,349	56,350	99,645
Oland tree stone	riksdaler	2,569	1,448	2,630
Gotland whet stones	„	119	182	754
Tar	centner	941	1,104	752
Deals and planks	cubic feet	708,911	752,498	903,074
Deal ends	„	2,760	2,540	2,912
Balks	„	99,178	145,186	270,618
Spars	number	18,990	11,171	20,692
Battens	„	4,334	8,829	6,112
Round & telegraphic posts	„	1,515	59,726	2,237
Masts & pump barrels	„	150	161	298
Birch wood	famnar	1,310	1,266	1,107
Other kinds of wood	„	260	229	441
Butter	lbs.	360	1,750	1,347
Horses	number	51	44	35
Cattle	„	1,264	153	22
Pigs	„	15	183	5
Sheep	„	157	158	..
Meat	lbs.	2,652	1,200	..
Pork	„	1,957	800	..

Imports.

The following is a statement of the imports of 1867, compared with those of 1866 and 1865 :—

Articles.		1867.	1866.	1865.
Brandy	kannor	630	..	..
Arack	„	2,213	..	..
Rum	„	5,944	56,000 lbs.	51,536 lbs.
Brandy	„	857	..	..
Chicory root	lbs.	139,478	104,360	251,460
Herrings	cubic feet	14,194	11,521	156,733
Grass seed	lbs.	11,316	29,781	13,170
Lead and white-lead	„	9,573	7,861	4,900
Rice	„	26,652	14,899	4,295
Hides	centner	494	996	735
Hops	„	27	40	68
Coffee	lbs.	283,131	158,959	69,413
Oil	„	25,949	2,913	31,036
Petroleum	„	10,886	33,027	3,662
Raisins	„	20,665	7,020	5,682
Saltpetre	centner	187	564	300
Pepper	bs.	73,041	3,734	4,592

Articles.	1867.	1866.	1865.
Salmiac .. .. lbs.	3,571	2,385	1,975
Salt .. .. .. cubic feet	28,890	50,351	45,990
Sailcloth .. .. lbs.	4,982	15,085	5,415
Top sugar.. .. .. .. „	180,437	129,789	44,215
Cake sugar .. .. .. „	148,636	113,326	7,494
Raw sugar.. .. .. .. „	32,540	250	2,251
Wheat .. .. .. cubic feet	2	250	430
Rye .. .. .. „	46,125	27,063	385
Barley .. .. .. „	541	..	378
Wheaten flour .. .. centner	7,436	4,664	1,452
Rye flour .. .. .. „	9,930	..	..
Coals .. .. .. cubic feet	99,700	105,915	43,070
Turpentine .. .. .. lbs.	1,927	800	512
Tea .. .. „	962	304	392
Tobacco leaves .. .. .. „	174,749	127,365	61,634
Tobacco in scrubs .. .. „	7,727	15,291	17,061
Train oil .. .. „	29,526	..	31,493
Cordage .. .. „	24,502	42,087	48,495
Wine, in casks .. .. .. „	40,443	10,914	52,710
„ in bottles .. .. .. „	1,692	5,200	290

Banks, &c.

Two private banks were formerly established in Calmar, both of which have now been wound up, and in their stead a new bank has been established, called the Private Bank of Calmar ("Calmar Enskilda Bank"). The rate of interest in 1867 was 6 per cent. The bills of exchange issued at Calmar are almost exclusively drawn on London and Hamburg, and the rate of exchange is generally regulated by quotations on the Exchange at Stockholm.

Shipping.

Vessels Entered.—713 vessels, of an aggregate tonnage of 20,541 new lästers, arrived in 1867 at the port of Calmar from foreign countries. In 1866 the number of vessels was 630, of 17,556 new lästers.

Vessels Cleared.—336 vessels, of an aggregate tonnage of 10,318 new lästers, were cleared in 1867 to foreign ports. In 1866 the number of vessels was 312, of 8,747 new lästers.

During the year 1867 there were 45 shipments from Calmar to Great Britain, amounting to the value of about 11,750*l.* The whole consisted of wood goods.

Of the above, two were British vessels, carrying together cargo to the value of 385*l.*

Seven vessels arrived direct from Great Britain to Calmar, none of which were British. Six brought cargoes of coals to the value of 520*l.*, and one a cargo of alkali, value 650*l.*

Sixty-five sailing vessels, of 2,735 new lästers, and two steamers, of 37 new lästers, belong to this town, which are employed partly in exporting the home produce, and partly in trade between third countries.

The following steamers enter the port on their passage to and from other ports:—The "Swea" and the "Bore," running alternately between Stockholm, Calmar, Ystad, and Lübeck; the "L. Torstenson" and the "Braviken," running alternately between Stockholm, Norrköping, Calmar, Ystad, and Lübeck; the "Swea" and the "Dana," the "Chapman" and the "Orion," between Stockholm, Calmar, Carlskrona, Carlshamn, Malmö, Landskrona, and Gothenburg; the "Franzén" and the "Nore," between Stockholm, Wisby, Borgholm, and Calmar; the Transit No. 1, and the Transit No. 2, between Stockholm, Westervik, Oscarshamn, Calmar, Carlskrona, Carlshamn, Malmö, and Copenhagen; the "Södern"

and the "Blixten," between Norrköping, Westervik, Oscarshamn, Mönsteras, Borgholm, and Calmar; the "Götha," between Stockholm, Norrköping, Westervik, Oscarshamn, Borgholm, Calmar, Carlskrona, and Carlshamn.

Vessels drawing 13 or 14 feet can discharge and load in the harbour, but vessels of larger draught must anchor in the roads while discharging or loading, which is frequently (especially later in the season) connected with great danger. Vessels drawing as much as 18 feet can pass through Calmar Sound.

There is a plentiful supply of seamen at Calmar, and desertions seldom occur.

Freights still remain low. The following rates were current during the last year:—From Calmar to the German and Danish Baltic ports, from 12 to 14 öre per cubic foot of timber; 2 to 2¼ riksdalers per dozen of boards, 12 feet, 1¼ by 12 inches, to the east coast of Great Britain; from 2*l.* to 2*l.* 10*s.* per cubic fathom of split wood; 2*l.* per 1,500 feet, long measure, of pit props, to the Channel and the west coast of Great Britain; from 3*l.* to 3*l.* 10*s.* per cubic fathom of split wood to the Mediterranean; from 90 to 100 francs per St. Petersburg standard hundred wood goods.

Large numbers of emigrants annually arrive at Calmar to embark on board the steamers that touch at this port, in order to proceed, *viâ* Lübeck and Hamburg, to their destination in the new hemisphere.

WESTERVIK.

During the past year, 203 ships entered from, and 268 ships cleared to, foreign ports at this port. 33 of these vessels came from Great Britain with cargoes of coals, cast-iron, bricks, &c.; and 41 vessels cleared for the United Kingdom with cargoes of timber, oats, copper ore, iron, and iron ore. Two vessels also arrived from England, and two vessels sailed for England, in ballast. Only six British vessels visited this port.

The import trade was principally confined to coals, coke, salt herrings, and coffee, &c.; and the export trade to timber, iron, and oats.

STOCKHOLM.

Chief Articles of Export.—Iron, copper, steel, grain, wood, tar, and pitch.

Chief Articles of Import.—Coal and coke from Great Britain (about 10,000 keels per annum), salt, coffee, sugar, spices, fruits, grain, wine, tobacco, and piece goods.

AVERAGE Monthly rate of Exchange on the Stockholm Bourse during the year 1867, for the £ sterling.

Month.	At Sight.		At 3 Months.	
	Rksdlr.	Ore.	Rksdlr.	Ore.
January	17	98	17	78
February	18	5	17	85
March	18	00	17	85
April	17	98	17	80
May	18	00	17	85
June	18	05	17	87
July	18	05	17	90
August	18	10	17	95
September	18	12	17	97
October	18	10	17	95
November	18	10	17	97½
December	18	15	17	98
Average for the year ..	18	05	17	89

Swedish Steamers running between Stockholm and other Places.—The following statement shows the number and value of the steamers regularly employed during the summer months between Stockholm and other places :—

	No.	Horse-Power.	Average Cost per Horse-Power.	Total Cost.
			Riksdalers.	Riksdalers.
Steamers running between Stockholm and Inland Ports	64	4,000	1,500	6,000,000
Steamers running between Stockholm and Foreign Ports ..	8	1,000	1,500	1,500,000
Tugboats belonging to the Port ..	8	180	1,500	270,000
Steam Ferry Boats running in the vicinity of Stockholm (larger size) 18, 350 horse-power, small size 50, 250 horse-power ..	68	600	2,000	1,200,000
Total	148	5,780	..	8,970,000

Foreign Steamers that are Regular Traders at the Port of Stockholm.—From Russia and Finland: the "Wiborg," the "Aura," the "Grefer Berg," and the "Amiral v. Platen." British: the "Newsky" and the "Artemis." Prussian: the "Tilsit." Total number, 9.

In addition to the above, there are many other steamers, both Swedish and foreign, that touch at this port, but not sufficiently often to be considered as regular traders.

British Shipping.

Steam Ships.—Eight steam ships, of an aggregate burthen of 2,988 tons and 600 horse-power, and 53 sailing vessels, took part in the trade of this port. The total number of arrivals, tons, and horse-power, together with the aggregate number of the crews, was as follows :—

	No. of Arrivals.	Aggregate Tonnage.	Aggregate Horse-Power.	No. of Crews.
Steam ships	21	8,829	1,800	369
Sailing vessels	55	11,264	..	485
Total	76	20,093	1,800	854

Of the above vessels, 39 brought cargoes of coal and coke, 19 piece goods, 4 flour and meal, 3 iron, 3 sugar, 2 petroleum oil, 2 oats, 1 rye, 1 slates, 1 clay, and 1 soda.

The cargoes from Stockholm and other Swedish ports touched at on their return by the above vessels, were as follows :—27 vessels took piece goods, 25 deals and iron, 12 deals and planks, 2 wrought wood and iron, 2 deals and timber, 1 oats, deals, and timber, 1 iron, 1 oats, 1 pit props, and 1 oats, iron, and wrought wood.

Distressed British Seamen.—Ninety-six distressed seamen were taken charge of by the Consulate of Stockholm during the year 1867. Of these 67 were shipwrecked, 17 destitute, and 12 left behind sick. Deaths, 1 master and 1 seaman; desertion, 1; discharges, 52; shipments, 50.

TABLE showing the Number and Tonnage of British Vessels which rrived at the Port of Stockholm in the Decade 1858–1867.

Year.	No. of Sailing Vessels.	No. of Steamers.	Total.	Aggregate Tonnage.
1858	16	1	17	3,391
1859	28	1	29	5,933
1860	16	1	17	3,313
1861	26	4	30	6,812
1862	43	2	45	9,499
1863	39	5	44	10,914
1864	34	5	39	9,579
1865	63	18	81	21,647
1866	48	20	68	20,811
1867	55	21	76	20,093

AVERAGE RATES OF FREIGHTS FROM STOCKHOLM DURING THE YEAR 1867.

Amsterdam—Bar-iron, 18 florins and 5 per cent., 22 and 5 per cent., 20 and 5 per cent. per Swedish läst; pig-iron or copper, 20 florins and 5 per cent. per Swedish läst; tar, 22 florins and 5 per cent., 27 and 5 per cent. per Swedish läst.

Antwerp—Pig-iron, 30 francs and 5 per-cent. per ton; deals, 70 francs and 5 per cent., 65 and 5 per cent. per standard; tar, 4½ francs in full, 5 francs and 5 per cent. per Swedish tunna; (return) rails, 7 florins and 5 per cent. per ton.

Apenrade—Iron, 18 skill. Dan. rmt. and 5 per cent., 20 and 5 per cent. per Swedish centner; tar and pitch, 60 skill. Dan. rmt. and 5 per cent., 70 and 5 per cent. per tunna.

Anclam—Iron, 4 silbg. and 5 per cent. per centner.

Aarhus—Iron, 18 skill. Dan. rmt. and 5 per cent. per centner.

Bergen—Tar, 2 rd. rmt. and 5 per cent. per tunna; (return) Herrings, 140 öre and 5 per cent. to 150 öre in full, 125 and 5 per cent., 150 and 15 per cent. per tunna; (return), fish, 21 rds. rmt. and 5 per cent., 17 rds. rmt. and 5 per cent. per Swedish vag.

Bremen—Iron, 10 thlr. Ld'or and 5 per cent., 10½ and 5 per cent. per läst; tar, 10½ thlr. Ld'or and 5 per cent. per läst.

Bordeaux—Iron, 25 frcs. and 5 per cent., 35 and 5 per cent., 22 and 5 per cent., 20 and 5 per cent. per ton; deals, 85 frcs. and 5 per cent., 90 and 5 per cent., 82 and 5 per cent. per standard.

Bombay—Iron, 40*s.* in full per ton.

Batavia—Iron, 1*l.* 10*s.*, 1*l.* 12*s.* 5*d.*, 2*l.*, and 5 per cent. per ton.

Bristol—Iron, 6*s.* in full per ton.

Cardiff—(Return) iron and coals, 11*s.* in full per ton.

Cape Town—Iron, 1*l.* 10*s.* and 5 per cent. per ton; deals, 6*l.* and 5 per cent. per standard.

Colberg—Iron, 4 silberg. and 5 per cent. per centner.

Constradt—(Return) rye, 125 öre and 5 per cent per tunna.

Danzig—Iron, 3 silberg. in full per centner; (return) rye, 110 öre and 5 per cent. per tunna.

Dortrecht—Iron, 26 florins and 5 per cent., 22 and 5 per cent., 25 and 5 per cent. per läst; tar, 28 florins and 5 per cent. per läst.

Delftehaven—Tar, 27 florins and 5 per cent. per läst.

Eckernförde—Iron, 20 skill. Dan. rmt. and 5 per cent. per centner; tar and pitch, 65 skill. Dan. rmt. and 5 per cent. per tunna.

Flensburg—Iron, 20 skill. Dan. rmt. and 5 per cent., 16 skill. and

5 per cent., 18 and 5 per cent. per centner; tar and pitch, 60 skill. Dan. rmt. and 5 per cent., 54 and 5 per cent., 65 and 5 per cent. per tunna; boards, 48 at 80 skill. Dan. rmt. and 5 per cent. per dozen; copper, 24 and 5 per cent. per centner.

Figueira—Iron, 3*l.* 5*s.* and 15 per cent. per läst; deals, 2*l.* and 15 per cent. per läst.

Genoa—Iron and steel, 40 francs and 5 per cent. per ton; tar, 8 francs and 5 per cent. per tunna.

Ghent—Balks and deals, 67½ francs and 5 per cent., per standard.

Greifswalde—Iron, 3½ silberg. and 5 per cent. per centner; red ochre, 7 and 5 per cent. per tunna; tar and pitch, 12 silberg. and 5 per cent. per tunna.

Hadersleben—Iron, 20 skill. Dan. rmt. and 5 per cent. per centner; alum and red ochre, 40 skill. Dan. rmt. and 5 per cent. per tunna; tar and pitch, 60, 65, 68, skill. Dan. rmt. and 5 per cent. per tunna.

Harlingen—Tar, 23 florins in full per läst.

Hull—Bar-iron, 13*s.* 6*d.*, 13*s.*, 13*s.* 9*d.*, 14*s.*, 15*s.*, 16*s.*, 17*s.*, 18*s.*, 19*s.*, 20*s.*, and 5 per cent. per ton; pig-iron, 15*s.*, 20*s.*, 19*s.*, and 5 per cent. per ton; deals and battens, 35*s.*, 50*s.*, 55*s.* to 60*s.* in full per standard; oats, 3*s.* in full per quarter; iron, 21*s.* and 5 per cent. per ton.

Havre de Grace—Iron, 10 frcs. and 5 per cent. per ton.

Kiel—Iron, 19 skill. Dan. rmt. and 5 per cent. per centner; tar and pitch, 60 and 5 per cent. per tunna.

Copenhagen—Bar-iron, 15 skill. Dan. rmt. and 5 per cent. per centner; manufactured iron, 17 skill. Dan. rmt. and 5 per cent. per centner; copper, 18 skill. Dan. rmt. and 5 per cent. per centner; guns, 50 öre Swedish rmt. and 5 per cent. per centner.

From Gefle District—Iron, 18, 20, 24 skill. Dan rmt. and 5 per cent.

From Köping—Iron, 18 and 19 skill. Dan. rmt. and 5 per cent., at 35 öre Swedish rmt. and 5 per cent. per centner.

From Ornön and Stockholm, Skärgard—Spars, 17 öre Swedish rmt. and 5 per cent. per cubic foot.

From Haparanda—Tar, 2½ rds. rmt. and 5 per cent. per tunna.

Königsberg—Iron, 3¼ silberg. and 5 per cent. per centner; (return) rye, 170 öre and 5 per cent., 170 in full, 125 and 5 per cent., 130 and 5 per cent. per tunna; rye, 140 öre and 5 per cent., 115 and 5 per cent. per tunna; peas, 200 öre and 5 per cent. per tunna; wheat, 130 öre and 5 per cent. per tunna.

Lübeck—Iron, 4, 5, 6,8 skill. Lüb. court. and 5 per cent. per centner; copper, 5 and 8 skill. Lüb. court. and 5 per cent. per centner.

Leer—Iron, tar, and deals, 10½ thlr. Ld'or and 5 per cent. per läst.

London—Iron, 10*s.*, 12*s.*, 20*s.*, 16*s.*, to 25*s.*, and 5 per cent. per ton; oats, 3*s.* to 2*s.* 9*d.* in full, to 2*s.* 9*d.* and 5 per cent. per quarter; deals, 60*s.* and 5 per cent. to 45*s.* and 5 per cent. per standard.

Liverpool—Iron, 25*s.* in full per ton.

Lisbon—Iron, 3*l.* and 10 per cent., 3*l.* and 15 per cent., 2*l.* 15*s.* and 15 per cent. per läst; deals, 1*l.* 10*s.* and 5 per cent., 1*l.* 15*s.* and 5 per cent., 2*l.* in full per läst.

Memel—Iron, 1½ silberg. in full per centner; pitch, 6 in full, per tunna; (return) rye, 150, 130, 125, 120, 115, 122½, 110, 105, to 100 öre and 5 per cent. per tunna; peas, 115 öre and 5 per cent. to 150 öre in full per tunna.

St. Malo—Iron, 24 francs in full per ton; deals, 22 francs in full per ton.

Marseilles—Iron, 90 francs and 5 per cent. per läst.

Neustadt—Iron, 5 skill. Lüb. court. and 5 per cent. per centner.

Nantes—Iron, 28 francs and 5 per cent. per ton.

New York—Iron, 2*l.* and 5 per cent. per ton.

Newcastle—(Return) coals, 11*l.*, 10*l.* 10*s.* to 10*l.* in full per keel; cokes, 7*l.* 10*s.* in full per keel; iron and lead, 7*s.* 6*d.* in full per ton.

Naples—Iron and steel, 4*l.* and 5 per cent. per läst.; tar and deals, 4*l.* and 5 per cent. per läst.

Oporto—Iron and tar, 3*l.* and 15 per cent. per läst.; deals 1*l.* 15*s.* and 15 per cent. per läst.

St. Petersburg—Iron, 100 to 75 öre, and 5 per cent. per skeppund; (return) meal, 150 öre and 5 per cent. per kuhl; tallow, &c., 30 rdr. rmt. and 5 per cent. per läst.

Pillau—(Return) rye, 150 öre and 5 per cent. to 150, 140 öre in full per tunna.

Palhude—Iron, 25 skill. Dan. rmt. and 5 per cent. per centner; tar or pitch, 80 skill. Dan. rmt. and 5 per cent. per tunna.

Rendsburg—Iron, 6½ skill. Lüb. court. and 5 per cent. per centner; tar, 20 and 5 per cent. per tunna.

Riga—(Return) tallow, oil, and flax, 32 rdr. rmt. and 5 per cent. to 37½ and 5 per cent. per läst.

Rostock—Iron, 4 silberg. and 5 per cent. per centner.

Rotterdam—Bar iron, 24 flor. and 5 per cent. to 23 and 5 per cent. per läst.

Rio de Janeiro—Iron, 30*s.* and 5 per cent. per ton; deals, 6*l.*, 6*l.* 10*s.*, to 7*l.* and 5 per cent. per standard.

Stevens—(Return) Stockholm or Gustafsberg, flint, 150 öre and 5 per cent. per tunna.

Schleswig—Iron, 24 skill, Dan. rmt. and per cent. per centner.

Sonderburg—Iron, 18 skill. Dan. rmt. and 5 per cent. per centner; tar and pitch, 60 and 5 per cent. per tunna; boards, 66 skill. Dan. rmt. and 5 per cent. per tolft.

Stettin—Iron, 4 to 3 silbergr. and 5 per cent. per centner; felspar, 3½ to 4 and 5 per cent. per centner; (return) meal, Prussian weight, 5 silbergr. and 5 per cent. per centner.

Stralsund—Iron, 4, 3¾ to 5 silbergr. and 5 per cent. per centner; tar, 16 to 20 silbergr. and 5 per cent. per tunna.

Smyrna—Iron, 45*s.* and 5 per cent. per ton.

Trieste—Tar, 8*s.* per tunna.

Vlaardingen—Tar. 23 flor. in full to 28 flor. per cent. per läst.

Vienna—Iron and tar, 3*l.* and 15 per cent. per läst; deals, 1*l.* 15*s.* and 5 per cent. per läst.

Wismar—Iron, 4 to 5 silbergr. and 5 per cent. per centner; red ochre, 10 to 12 silbergr. and 5 per cent. per tunna; tar and pitch, 14 to 16 silbergr. and 5 per cent. per tunna; (return) wheaten flour, 115 öre and 5 per cent. per sack.

Wolgast—Iron, 4 to 4½ silbergr. and 5 per cent. per centner.

Grain Freights from Stockholm and Swedish seaports south of Stockholm to Calmar inclusive.

Stockholm to—

Kolhamn on the east coast, 2*s.* 4*d.*, 2*s.* 9*d.*, and 3*s.**

Hull and east coast, 2*s.* 7*d.*, 3*s.*, and 3*s.* 2*d.**

London, 3*s.* 6*d.*, 2*s.* 9*d.*, 2*s.* 10*d.*, 3*s.*, 3*s.* 3*d.*, 3*s.* 9*d.*, and 4*s.* 3*d.**

English Channel ports, 4*s.*, 3*s.* 8*d*, and 4*s.* 6*d.**

Antwerp, 3*s.* 1*d.* and 3*s.* 6*d.**

Waldemarsvik to Little Hampton, 2*s.* 6*d.* and 5 per cent. per quarter oats.

* In full per quarter oats.

Rohnehamn to Kolhamn on the east coast, 4*s.* 4*d.* in full per quarter wheat.

Abo to London, 4*s.* in full per quarter oats.

Tar Freights from the Norrland ports:—

Umea to Holland—Tar, 30 flor. and 5 per cent. per läst.

Pitea to London—Tar, 4*s.* and 5 per cent. per tunna; to east coast, 3*s.* 9*d.* and 5 per cent per tunna.

Skelleftea District to Bergen—Tar, 2½ rds. rmt. and 5 per cent. per tunna; to Dortrecht, 32 flor. and 10 per cent. per läst.

Uleaborg to Antwerp—Tar, 6 francs in full per tunna; to Leghorn, 10 francs and 5 per cent. per tunna.

Christinestad to Mediterranean ports in Europe, to Leghorn inclusive—Tar, 10 francs in full per tunna; to Antwerp, 5 francs and 5 per cent. per tunna; to Genoa, 10½ francs and 5 per cent. per tunna; to Dortrecht, 30 florins and 5 per cent. per tunna.

Iron for Ballast from Stockholm *via* Golpen:—

London—6*s.*, 7*s.* 6*d.*, 10*s.* 12*s.*, and 5 per cent. to 14*s.* in full per ton.

Hull, Grimsby—10*s.* to 7*s.* 6*d.* in full per ton.

Kolhamn—5*s.*, 4*s.*, 7*s.*, 7*s.* 6*d.*, to 10*s.* in full per ton.

Bristol Channel—6*s.*, 3*s.*, to 4*s.* in full per ton.

St. Brieux, Paimbœuf, Dieppe, Havre de Grace, Rouen, Cherbourg, Dunkerque—10 francs and 5 per cent. per ton.

Calais, Antwerp—10 francs and 15 per cent. per ton.

Bordeaux, St. Nazaire—18 francs to 20 francs and 5 per cent. per ton.

Lisbon—12½ francs and 5 per cent. per ton.

The Port of Stockholm—character, harbour regulations, charges, and general information.

The Harbour of Stockholm.

The harbour of Stockholm can accommodate a large fleet in addition to the merchant vessels that usually visit the port, there being good anchorage as far as Sjötullen.

Several hundred vessels can lie alongside the quays, but cargoes of piece goods should be discharged outside the Custom-house, where there is not room for more than 10 or 12 vessels to discharge at the same time. Vessels are allotted places at the quay in the order their arrival is notified to the harbour-master.

The depth in the harbour varies from 5 to 16 fathoms, but in some of the bays and near some parts of the shore the depth of water is from 9 to 16 feet.

"Kodjupet," directly to the north of Stockholm, is the passage, which determines the draught of vessels bound for this port. The highest water line at Kodjupet is from 28 to 29 feet, but in consequence of the sudden bends in the passage it is not safe, especially for vessels of much length, to attempt to pass with a greater draught than 24 feet.

The lock which connects the Lake Mälar with the sea is 150 "fot" in length, 32 "fot" 6 inches in breadth at the gates, and is 13 "fot" deep at the sills at mean water; but at high water, it may be as much as 15 "fot."

There are two dry docks blasted out of the rock at "Tjärhofvet" (within the port), the larger of which is 250 "fot" in length; 56 "fot" in breadth at the gates, and 17 "fot" in depth at the sills. The lesser 150 "fot" in length, 32 "fot" in breadth at the gates, and 11 "fot" in depth at the sills.

There are also two arge ship-building yards on the sea side of the harbour, "Södra Varfvet," which is furnished with steam-engines and mechanical works, and Beckholmen. On the Mälar side at Langholm (also within the district of the port) there is a slip for both sailing and steam vessels. Near to Langholm is situated the ship-building yard and steam mechanical works of Bergsund.

Pilotage.

Pilots may be obtained by vessels coming from the north, at Arholm and Söderarm, and by vessels from the east and south, at Landsort, Hufvudskär, and Sandhamn.

The entrance from Sandhamn is the shortest and straightest, and therefore the easiest and cheapest passage to Stockholm.

Pilotage Charges.

Swedish Fot.	From Landsort to Stockholm, 72 English Miles.		Swedish Fot.	From Sandham to Stockholm, 38 English Miles.		Swedish Fot.	From Arholma. to Stockholm, 56 English Miles	
	Rksdlr.	Öre.		Rksdlr.	Öre.		Rksdlr.	Öre.
6	30	20	6	16	00	6	24	80
7	37	80	7	20	00	7	31	20
8	45	30	8	24	20	8	37	60
9	52	80	9	28	30	9	44	10
10	60	40	10	32	40	10	50	70
11	67	90	11	36	60	11	57	30
12	75	50	12	40	70	12	63	10
13	83	10	13	44	80	13	70	30
14	90	50	14	49	00	14	76	90
15	98	20	15	53	00	15	83	30
16	105	60	16	57	20	16	89	70
17	113	30	17	61	30	17	96	30
18	120	70	18	65	50	18	102	90
19	128	30	19	69	60	19	109	40
20	135	90	20	73	70	20	115	90

For vessels clearing outward in ballast, the above charges are reduced by one-half. An extra charge of 1 riksdaler 50 öre is made for attestation.

The winter charges, dating from the 1st of September to the 30th of April, are increased by 25 per cent. from the sea to the first pilot station inside the buoys.

Pilots' return fares, about 12 riksdaler.

Vessels bound to any place on the line of passage up to Stockholm must take pilots at Landsort.

Steam Tug Charges.

Average rate of towing charges calculated by old Swedish heavy lasts (svara läster), 10 old Swedish heavy lasts equal to about 22 English tons.

The tonnage is determined by the bill of measurement; the minimum charge is for 30 lasts.

From Stockholm to the under-mentioned Places or the Reverse.	Swedish Heavy Lasts.																
	30	40	50	60	70	80	90	100	120	140	160	180	200	250	300	350	400
Tenö Bank Rdr. rmt.	43	45	47	48	50	52	54	56	58	61	63	66	69	75	81	90	100
Kodjupet ... „	56	58	60	63	66	68	69	71	75	79	82	86	90	94	102	125	140
Kanholmarne „	87	92	96	102	108	114	119	125	132	140	147	155	162	181	200	225	250
Kuggviken or Djurhamn	93	99	105	111	117	124	131	138	146	155	163	172	181	203	225	250	280
Sandhamn and Furusund	112	119	126	134	143	151	160	169	180	191	202	214	225	253	281	310	350
Dalarö and Furusund	150	159	169	180	191	202	214	225	240	255	270	285	300	337	375	415	465

The above scale is increased by 25 per cent. in October, and by 50 per cent. November.

If several vessels are towed together, a reduction is made of 25 per cent.

Light Dues.

Inwards—84 riksdaler; outwards with cargo—84 riksdaler.
Outwards in ballast—42 riksdaler.

Lock Dues.

For the vessel—Under 50 Swedish nyläst, 6 öre per nyläst; for every nyläst above 50, 35 öre per nyläst.

For the cargo—For every nyläst, 30 öre per nyläst.

Minor Port Charges.

Tonnage duty inwards, 70 öre per Swedish new läst; tonnage duty outwards, 70 öre per Swedish new läst. Outward tonnage duty is paid only once a-year, so, if the same ship arrive at the same Swedish port more than once in the year, tonnage duty is only paid for the first time.

Town dues, 73 öre per Swedish new läst, and an additional 88 öre for collection.

Custom-house passport, 50 öre; copy of bill of measurement, 88 öre; expenses for reporting at the iron-yard, 3 rdr. 50 öre; measurement and bill of measurement, 31 rdr. 50 öre (this is not charged if the ship is provided with a bill of measurement); bill of health, 3 rdr.; sea protest for general cargo, 1 rdr. 50 öre; survey for general cargo, 10 rdr.; bill of measurement for grain, 38 öre; harbour master, stage money, and fire survey, in proportion to the size of the stage, varies from 1 rdr. 50 öre about 4 or 5 rdr.; "Harbour Regulations in English," 75 öre; Custom-house officers' overtime, per hour, 25 öre; shipping office duty, 16 rdr. 25 öre; bill brokerage $\frac{1}{10}$ per cent. stamp, 1 rdr.; telegram to England (20 words), 7 rdr. 20 öre; stowing for agreement generally 1 rdr. per Swedish new läst; ballast, per ton, 1 rdr.; advertisements, postages, and petty charges generally, about 5 rdr.; hook money to measurers of coal, per 100 tubs, 25 öre; labour, per man per day, about 2 rdr. 50 öre.

Ship-Broker's Fees for Clearing and Reporting Ships at the Custom-house, In and Out, the half each way.

For ships measuring,	and not exceeding	17	new Swed. lasts	R.	20
„	„	17	„	28	„	„	25
„	„	28	„	40	„	„	30
„	„	40	„	57	„	„	40
„	„	57	„	86	„	„	50
„	„	86	„	115	„	„	60
„	„	115	„	146	„	„	70
„	„	146	„	175	„	„	80
„	„	175	„	204	„	„	90
„	„	above	„	204	„	„	100

Collecting freight, ½ per cent. on the freight from Transatlantic ports, 1 per cent. from other ports, and ½ per cent. if only one bill of lading.

Chartering commission, 1½ per cent. on freight for Transatlantic ports, 2 per cent. for Mediterranean ports, and 3 per cent. for other ports.

Commission for selling ships, ½ per cent. on the sum.

Effecting insurance, ⅛ per cent. on the insurance sum.

The following are two copies of disbursements and expenses in connecti n with two vessels cleared through Mr. Carl W. Boman, one of the principal ship-brokers at Stockholm, and the one most generally employed by English ship-masters:—

PORT CHARGES for the English Ship called N. N., of 100 new Lasts Measurement, commanded by Captain N. N., arrived from Newcastle with Coals, and bound to London, *viâ* Gefle, in Ballast.

	Rksdlr.	Ore.
Tonnage duty inwards, 70 öre per Swed. last	70	00
,, outwards ,, ,,	70	00
Town dues	73	88
Pilotage in from Landsort and Dalarö 15 feet. with attestation	99	70
,, out to Arholma (in ballast) 9 feet, with attestation	22	80
Custom-house passport	00	50
Light-house dues inwards	84	00
,, outwards (in ballast)	42	00
Harbour Master, stage money and fire, survey and harbour regulations, 75 öre	2	25
Shipping office duty	16	25
Commission for collecting freight ½ per cent. on 225*l.* freight at 118 rdr.	20	25
Towboat charges (from Waxholm)	75	00
Ballast charges 1 rdr. per ton (90 tons)	90	00
Advertisements, postages, and petty charges	5	00
Hook money to the measures for 25 keels of coals = 5,000 tubs	12	50
Return fares for the pilots	12	00
Cash at Dalarö for ship's manifest	2	00
Commission for clearing in and out	60	00
Total	758	13

Stockholm, the 13th of May, 1868.

PORT CHARGES for the Ship called N. N., of 100 new Lasts Measurement, commanded by Captain N. N, arrived from England with Cargo of Coals, and bound to England with Cargo of Iron.

	Rksdlr.	Ore.
Tonnage duty inwards, 70 öre per last	70	00
,, outwards, 70 ,,	70	00
Town dues, 73 öre per last × 88 öre expedition	73	88
Pilotage, in from Landsort and Dalarö, 15 feet, with attestation, 1 50	99	70
,, out to Sandham, 15 feet, with attestation, 1 50	54	50
Custom-house passport	00	50
Copy of b ll of measurement	00	88
Expenses for reporting at the iron wharf	3	50
Measuring of the vessel and bill of measurement	31	50
Sea protest (general cargo)	1	50
Survey (general cargo 5 rdr. each man, two men)	10	00
Light-house dues inwards, 84 öre a last	84	00
,, outwards, 84 ,,	84	00
Chartering commission 3 per cent. on 250*l.* freight, at 18 rdr. exchange	135	00
Harbour master, stage money and fire, survey, harbour regulation, 75 öre	4	50
Custom-house officer (over time 25 öre per hour) 20 hours	5	00
Shipping office duty	16	25
Commission for collecting freight ½ per cent. on 200*l.* at 18 rdr.	18	00

	Rksdlr.	Öre.
Bill, brokerage and stamp, $\frac{1}{10}$th per cent. (stamp 1 rdr.), 50*l.* ..	1	90
Messages (telegraph) for England, 20 words	7	20
Stowing of cargo as per agreement 1 rdr. a last..	100	00
Tow boat charges (from Dalarö)	300	00
Advertisements, postages and petty charges	5	00
Hook money to the measures 25 öre, 20 keels of coal = 4.000 tubs ..	10	00
Return Fares for the pilot Landsort, 7 rdr. 75 öre; Dalarö pilot, 4 rdr. 25 öre, 5*l.*	12	00
Cash in Stockholm for ship's use	90	00
Labourage 4 men two days (2 rdr. 50 ore a day's work)	20	00
Commission for clearing in and out (30 rdr. each)	60	00
Total	1,369	81

Stockholm, the 14th of May, 1868.

Dock Charges.

Steam Vessels.

	Rksdlr.	Öre.
Docking, per horse-power	1	50
Engine, minimum charge	80	00
Pumping out the dock for the second time, all vessels	50	00
For the great dock an extra charge for docking and second pumping of	50	00
For each horse-power per day while vessels remain in either dock ..	00	25
Minimum charge per day for above	12	00
For every day in excess of 21 days per horse-power	00	30

Sailing Vessels.

	Rksdlr.	Öre.
For docking for vessel of 53 heavy lasts and thereunder	65	00
For every last in excess of the above and under 80	1	20
For vessels of 80 lasts	97	00
For vessels of 100 lasts	113	00

Average Market Prices.

Labour, per hour, 25 öre Swedish; labour, per day, 2 rdr. 50 öre; ballast, per ton, 1 rdr.; water, per cask of 100 gallons, 25 öre. (By application to the inspector of the locks, water may be led, at a reasonable rate, from the water-pipes through hose into the casks as they lie in the boats.) Beef, per lb., from 25 to 33 öre; pork, 45 to 50 öre; mutton, 37 öre; veal, from 33 to 37 öre; firewood, pine, per fathom of 7 feet by 6 feet, 10 rdr.; coals, per measure of 5 cubic feet, 2 rdr. 50 öre; bread, per 20 lbs., 2 rdr. 90 öre; butter, per lb., 70 öre; coffee, 70 öre; tea, 3 rdr.; sugar, refined, 46 öre; sugar, brown, 33 öre; rice, 33 öre; wheaten flour, per 20 lbs., 3 rdr. 50 öre; rye meal, 2 rdr. 16 öre; candles, parafin, per lb., 75 öre; oil, per Swedish kanna, 2 rdr. 40 öre; brandy, 2 rdr. 17 öre.

All articles of consumption have, during the last ten years, increased by about 50 per cent., and in some instances by nearly 100 per cent.

Time.

On the top of the Navigation School at Mosebacke, in the south of Stockholm, there is a ball which falls every Monday, Wednesday, and Friday at 1 P.M. Swedish time, corresponding to 11 hours 47 minutes and 46 seconds, A.M., Greenwich mean time.

Custom-house.

The Custom-house hours for discharging and loading are—6 A.M. to 8 P.M. from 1st May to 31st August.

7 A.M. to 6 P.M. in the months of March, April, and September.

8 A.M. to 4 P.M. in the months of January, February, October, November, and December.

Forms to be filled in by ship-masters on entering the port of Stockholm :—

Manifest.—Before entering the inlets to Stockholm (or any other Swedish port), it is necessary that the captain be provided with his manifest in the Swedish language, written on a full-sized folio sheet of paper in the following form :—

Manifest. The undersigned, shipmaster, of (London), coming from (Newcastle), and bound for Stockholm, with the ship called the ("Queen"), of (100) new lasts, according to Swedish bill of measurement, of the (1st May, 1868), is manned by a crew of (14) men, and contains the following cargo :—

Marks.	No.	Goods.	Receiver.
M. B.	..	— Casks of soda	Order.
S. P.	..	— „	„
..	..	— Keels of coals	„
..	..	— „ coke	„

Ship Stores.

— lbs. Bread.	— lbs. Beef and Pork.	— lbs. Butter.
— lbs. Candles.	— lbs. Sugar.	— lbs. Coffee.
— lbs. Tea.	— lbs. Tobacco.	— lbs. Rice.
— gallons of Brandy.	— bottles of Wine.	— gallons of Oil, &c.

For Ship's Use.

— Anchors.	— Chains.	— Bolt of Canvass.
— Reserve Sails.	— Coils of Rope.	— lbs. Pump Leather.
— Tar.	— Pitch.	— Boards, &c.

I hereby certify that no other goods are shipped than those which I have above reported, and that, to the best of my knowledge, there is not any place of concealment in the vessel, nor any secret means of access to the cargo.

Sandhamn, 16th May, 1868.

(Signed) N. N.

Certificate of Health.—The following certificate must be signed by shipmaster on arrival, and given to the Harbour-Master :—

The undersigned hereby makes known and declares that, during my voyage to this place, I have not had the least grounds for suspecting that any of my crew (with the exception of ————) is infected with the venereal disease or any other contagious sickness, and that, in order still further to ascertain the facts of the case, I have made every proper inquiry in my power, the which I hereby testify, on my faith and honour, and on oath.

Stockholm, 15th of May, 1868.

(Signed) N. N.

Commander of the English ship "Queen."

From England with cargo of Coals.

(This certificate has to be signed by the Captain, on arrival by the Harbour-Master.)

Statement showing the corresponding English values of the Swedish currency, weights, and measures referred to in the foregoing report.

Currency.

The unity is the riksdaler divided into 100 öre.
Taking the exchange at par, 18 riksdaler to the £ sterling.
1 riksdaler = 1*s.* 1½*d.* English.
1 öre = about ⅛*d.* English.

Weights.

The unity is the skalpund (100 skalpund = 93·7147 lbs. avoirdupois).
The skalpund is subdivided into 100 ort, and 10,000 korn; 100 skalpund make 1 centner, and 10,000 skalpund 1 nyläst.
1 nyläst = about 83 cwt. 75 lbs. avoirdupois.
1 centner = about 93 lbs. 11 ozs. avoirdupois.
1 skalpund = about 14 ozs. 7 dr. 2 sc. 9 gr. avoirdupois.

Measures.

Long Measure.—The unity is the fot (100 fot = 97·410 English feet.
The fot is subdivided into 10 tum, and 100 linier.
10 fot make 1 stang, and 100 fot 1 ref.
1 ref = about 15 fathoms 1 yd 4 in. 2 barley-corns English.
1 stang = 1 fathom 1 yd. 4 in.
1 fot = 11 in. 2 barley-corns.
1 tum = 1 in.

Square Measure.—The unity of Swedish superficial measurement is the square fot.
11 square fot = 136·63,808 English square inches.
The square fot is subdivided into 100 square tum, and 10,000 square linier.
100 square fot make 1 square stang, and 10,000 square fot 1 square ref.
1 square ref = about 35 square rods, 4 yds. 2 ft. 10 in. 7 barley-corns.
1 square stang = about 10 sq. yds. 4 ft. 127 in. 7 barley-corns.
1 square fot = 136 in. 6 barley-corns.
1 square tum = 1 in. 3 barley-corns.

Cubic Measure.—Applied to the measurement of dry goods, liquids, and solids.
The unity is the cubic fot (100 cubic fot equal to 92 English cubic feet—743·1117 inches).
The cubic fot is subdivided into 10 kannor, 1,000 cubic tum, and 1,000,000 cubic linier.

1 cubic fot = 1597·194117 English cubic inches.
1 cubic kannor = 159·719117 „ „

Other Measures and Weights Employed.

For wood goods—

Swedish commers läst ..	=	112½	English cubic feet.
„ läst	=	105	„ „
St. Petersburgh standard ..	=	165	„ „
Christiana standard	=	103⅛	„ „
Drammen standard	=	123¾	„ „
„ „ (Batten's)	=	131¼	„ „
Wiborg standard	=	173¼	„ „
Dutch standard	=	109	„ „

Swedish wood measurement is 2½ per cent. less than English.

For dry goods—
Tunna .. = 5 cubic fot, 6 kannor, Swedish measure.
„ grain = 6 „ 3 „ „
For liquids—
Tunna = 4 cubic fot, 8 kannor, Swedish measure.

Weights.

Skippund = 400 Swedish skalpund.
„ Staple Town weight for heavy metals = 320 Swedish skalpund.

Observations.—Coals are measured at Stockholm not weighed. One keel of coals generally discharges 200 measures of 5 cubic fot, or 1,000 cubic fot. 1 ton of coke = 91 cubic fot.

Stockholm, June 5, 1868.

TURKEY.

BOSNIA.

Report by Mr. Consul Holmes on the Trade of Bosnia for the Year 1867.

As usual, there is little or nothing of interest to report on the trade of this province, which, as I have repeatedly stated, is subject to little fluctuations and is of very limited extent. The past year has certainly not been remarkable for any increase in commercial operations, and, at best, trade has perhaps not been below the usual average.

The plum crop was abundant, and in a great measure saved the people from the misery which would otherwise have resulted from the almost total failure of the hay crop. Cereals gave rather less than average crops, and the prices of all the necessaries of life more than doubled during the latter half of the year. The winter was extremely long, beginning early in November and not terminating until almost the end of April. In the beginning of April not a blade of grass or a leaf was to be seen; and as in many parts of the country no hay was left, the cattle were reduced to eat the bark of trees, and a great mortality ensued among them. Many animals which were examined were found to have died from having eaten pieces of branches which had pierced the intestines. The animals which survived were too weak to work, and it is said that, in consequence, the agricultural operations of ploughing and sowing are much behindhand, and in many districts cannot be accomplished at all. This augurs ill for the amount of produce of the present year, but where seed has been sown a good return is expected, as it is believed here that after a long late winter the crops are always abundant.

I am happy to report that the construction of roads, which almost appeared to have been abandoned has been recommended with vigor. Strict orders were received from the Porte last autumn to continue the road from Mostar to Serageoo. The troops have again been employed in this work, and if there be no further impediments it seems likely to be finished next year. This autumn it is hoped that carts will be able to traverse the whole line, though the road will not be quite finished. The road to Spalato was completed last autumn, as far as the Turks are concerned, with the exception of a bridge or two which will be terminated next summer; that part of it, however, which is on Austrian territory is not quite completed, but it is fully expected that it will be opened for traffic in a few months. Besides these two principal and most important roads, which will certainly tend immensely to the advantage of this province, other small roads and the repairs of those already made are going on.

The Prussian Engineer of mines, mentioned in my last report, has been dismissed, as the local authorities seemed to expect that it was his duty to present to them tangible proofs of the wealth he reported to exist in the localities he examined. This, I believe, he offered to do if furnished with the funds necessary to construct proper furnaces, and for excavation; but this was not forthcoming, and, after some months' delay, Mr. Conrad was told his services were no longer required. The

Governor-General has now engaged a couple of working engineers from Hungary, but I am inclined to believe that nothing will be made of the valuable and inexhaustable mineral wealth of Bosnia until the subject attracts the attention of foreign capitalists, and the Porte is disposed on fair terms to concede the mines to foreign enterprise.

The public health was satisfactory throughout the province during the whole year; and the most perfect tranquillity existed, notwithstanding the usual predictions of the Slave newspapers that revolution was on the point of breaking out. These assertions are still continued with as much assurance, and the same want of truth, as before. There is perfect security for life and property throughout the vilayet, and brigandage can scarcely be said to exist, which is far from being the case in Servia or in more civilised Austria. I believe that the Turkish Government has a sincere desire to improve the condition of its subjects in Bosnia, both Moslems and Christians; and many of the works in progress or contemplation, particularly the roads and the proper working of mines, will in time, I have no doubt, effect a material change for the better. But there are also many permanent obstacles with which it has to contend in the climate and the character of the people, the former being very uncertain and variable, and the latter most indolent and improvident, which tend to retard improvement. The country during the eight years I have been resident here has also been most unfortunate. It was exhausted by the war in the Herzegovina; it lost the greater part of its cattle from murrain; and there has not been a single year in which the crops have been universally abundant. These causes have in many parts of the province reduced the people to great poverty and misery, from which it is difficult for them to recover. I believe them in general to be as free from injustice and oppression as their Austrian, Servian, or Montenegrin neighbours; and in this particular the Turks suffer almost as much as the Christians. There is no doubt, however, that the position of the latter has been for many years improving, and it is in a great measure their own fault if progress has not been more rapid and evident.

It is to be hoped that the present year will be favourable, and that the prices of the necessaries of existence will decrease. During the past long winter there has been extreme distress in many parts of the country, and if the crops fail this year the consequences will be grievous.

Bosna Serai, May 14, 1868.

KOORDISTAN.

Report by Mr. Consul Taylor on the Trade and Commerce of Erzeroom and Diarbekir for the Year 1867.

The trade for 1867 of the two vilaiets forming this Consulate was languid, nor, at Diarbekir at least, does it as yet show any signs of early reaction. A favourable exception was the present subordinate district of Kharput, but that part only comprised in the sanjak of the same name and that of Gunish Khaneh, as both the other two, namely Adiaman and Arghana Maaden, shared the decline observable elsewhere.

At Erzeroom the import transit trade for the first few months of the year fell off rapidly, and to an extent as to lower mule hire between Trebizonde and Erzeroom, as also in the same proportion of course further on the Persian road, from two hundred and fifty piastres (2*l.* 5*s.* 5¼*d.*) usually paid at that season for the carriage of thirty batmans (517lbs.), to eighty five (17*s.* 4½*d.*) for the same weight. During the summer months, however, it recovered usual rates, as these imports increased, and exceeded the total imported for the same months last year. The whole number of packages of European goods passing through Erzeroom for Persia during the year, may be put down at 73,000, as follows :—

Manufactures	bales	50,000
Sugar, loaf and crushed	boxes	20,000
Sundries	bales and boxes	3,000
Total		73,000

The export transit trade on the contrary fell in value and quantity far below that of 1866 ; the number of bales passing through Erzeroom having respectively been as given :—

	In 1866.	For Eight Months in 1867.
	Bales.	Bales.
Silk	1,102	331
Timbekkee	18,000	10,251
Cotton	8,072	7,899
Galls	1,288	Nil.
Persian Manufactures	1,155	361
Sundries	9,916	5,860
Total	39,483	24,702

The total for 1867 would be further increased by an additional 8,000 packages arriving during the four months I was absent, raising the total to 32,702 against 39,483 in 1866. In the same period 100,000*l.* cash was sent through Erzeroom to Europe from Persia. As stated in last year's Report, I am not inclined to attribute this diminution of the export transit to real decline in this trade so much as to the facts that the silk produce at Resht has not yet fully recovered the importance of

former years, and also that most of the exports have been sent by Tiflis and Poti towards the West, instead of through Erzeroom. Independant of the great advantages of the former route under actual circumstances the high rates of carriage, usually prevailing in the winter by the Erzeroom road, would naturally deter merchants availing themselves of that shorter route till summer, when, in consequence of the animals being fed entirely on grass, costing nothing, they assume reasonable proportions.

It is in the home export trade that local causes increasing in intensity every year, have operated, so as to reduce those branches of commerce, composing it to a minimum. The real distress prevailing can be better appreciated by comparing the decrease in imports of native produce and manufactures of different Turkish towns, not including Constantinople, into Erzeroom, as represented in the following Table, than by any more elaborate account.

	In 1866.	In 1867.
	Bales.	Bales.
From Bidlis	2,094	1,109
Saert	1,714	1,447
Kara Hissar	685	499
Diarbekir	1,136	465
Mosul	197	2
Van	163	56
Paloo	426	481
Baghdad	83	Nil.
Tocat	356	216
Reeza	609	65
Moosh	245	Nil.
Arabkir	44	70
Kharput	222	78
Bayezid	422	Nil.
Aleppo	495	213
Ispir	910	Nil.
Total	9,801	4,701

The analysis of the items, forming the imports from each of those towns, shows that the decrease is not only in articles of comfort or luxury, but also in cheaper goods of unavoidable daily necessity and use. The consumption of salt alone has fallen greatly below that of last year; the tax on it then yielding 19,400*l.* against 24.000*l.* in 1866. When it is considered that this article is indispensable for human food, and is used considerably for cattle and sheep, as without it they do not thrive, this fact of itself would point to the failing means of, or decrease in the peaceable agriculturists and labouring classes, or to the falling off in the number and quality of the flocks possessed by pastorals. As I left Erzeroom in October, and am without precise details of arrivals for the remaining four months, required to complete the Turkish financial year, ending 14th March, I cannot give any exact sum of further imports of that period, but, the general information supplied me, places it at 2,200 bales, so bringing up the total to 6.901 bales, an amount still far below that of 1866.

But the foreign and home commerce of Diarbekir have decreased in value and quantity, more than elsewhere, during the last year, and it is a sign of the stagnation of trade existing that, while at Aleppo prices occasionally rose 20 per cent., such rises, although that town supplies

Diarbekir with manufactures and colonials, had not the same effect upon this market. On the contrary prices continued to fall, till now importers, if they sell, will sustain a loss of 10 per cent. on cost. Several causes have contributed to this inactivity; some of them traceable to Government acts, others to natural causes. Among the former must be included the heavy outlay and carvée the inhabitants of the greater portion of this vilaiet were put to, without any remuneration for their grain, lost time, and hire or loss of draught cattle, for supplying the Tchetchen immigrants with food and carriage. Though the immigration commenced three years ago, the people are still suffering from its effects, as it took place during successive years of positive famine. The tobacco and salt monopolies also have contributed their share to other bad results, arising from the imperfect system and unequal incidence of Government taxation that, sparing the richer commercial classes and influential landlords, throws the greater burden on poor artisans, pastorals, and agriculturists. The former tax has practically deprived all peaceable people, formerly engaging in that agriculture, of a lucrative employment, by which the inhabitants about Adiaman, Severek, Diarbekir, Mardin, Gharzan, and Moosh used to derive the greater part of their small income. I use the term "peaceable people," because the semi-independant Koords and Arabs defie the tax-gatherer, smoking their tobacco duty free, while those of the former who cultivate it, export it clandestinely in the teeth of the officials. But the chief reason for depressed trade, consequent upon the wasted means of the people, ought probably with greater justice be charged to the natural causes, raising and keeping grain for so many consecutive years at exceptional high prices. During Mr. Holmes' time wheat sold at Diarbekir from 4*s*. 6½*d*. to 6*s*. 7¾*d*. per quarter, and barley from 2*s*. to 3*s*. 7½*d*.; when I arrived in 1860 these grains were even so low as 9*s*. 1*d*. and 5*s*. 5*d*. for the same measure, but in the early part of 1863 locusts made their appearance, and continued their ravages in Koordistan and northern Mesopotamia till the end of 1866, bringing wheat up to more than 2*l*. per quarter. Such a rise in the staple article of food, used also in these parts, as rice when prepared as such called boorghul, by all classes, and preferred to it, could not fail from its permanency to tax the resources of the majority most heavily, compelling them by degrees, from the total destruction year after year of their crops, to sell what extras, as family ornaments, trinkets, copper utensils, and even clothes they had, for their support and payment of taxes. Even after this forced sacrifice they were still involved in hopeless debt to capitalists or usurers for the advances necessary to purchase cattle, destroyed by the Tchetchens, implements, and seed for next year's sowing. The extent of the misery can be better judged, if it is considered what the state of our population would be with wheat at 270*s*. per quarter for three successive years, instead of 60*s*. But, unlike Europe, here there are no public works, private undertakings, public or private charities to employ or alleviate the condition of starving agriculturists, who compose three quarters of the lower classes. It is true, the natives managed to sustain bare life by living on millet and acorns, but the necessity, driving them to such food alone, implies total inability to buy extra clothing or other articles, constituting the trade of these interior towns. The two years cholera that took place in the latter famine times, and large immigration from the most oppressed districts to more northern localities, where locusts and famine had not penetrated, by lessening the number of customers, also increased commercial depression. Now then, although the very best wheat is selling at 18*s*. the quarter, and the state of the young crops promises a more abundant harvest, with lower prices than now, there is

not the slightest appearance of improvement. Combined with the poverty, produced by the causes enumerated, another item that contributed in no small degree to the welfare of the people, in particular districts, namely galls, has for the last few years sensibly declined in price, the best qualities, scarcely fetching 20*l.* per cantar (517 lbs.) at Aleppo, where formerly it was in demand at 30*l.* Arab or Anaz wool is stationary at five piastres, the Turkish at 107, and one fleece given in for every 10 purchased; thus making the price of the cantar 7*l.* 6*s.* 8*d.* in the dessert, where three years back it was sold for 14*l.* The Koord wool stands as usual at about half the price of Arab and Mohair, of Saert and Jezireh at last year's quotations.

I give the prices of wheat and barley for best sorts at Erzeroom and Diarbekir during the last five years and beginning of this.

	At Diarbekir.				At Erzeroom.*			
	Wheat per qr.		Barley per qr.		Wheat per qr.		Barley per qr.	
	£ s. d.		£ s. d.		£ s. d.		£ s. d.	
1863.. ..	0 14 6½		0 10 4		1 10 10¾		0 17 9¾	
1864.. ..	2 0 0		1 2 3¾		1 7 3¼		1 5 3	
1865.. ..	2 1 9¾		1 5 5¼		1 10 10		0 14 6½	
1866.. ..	2 0 0		1 0 2¼		0 17 1		0 8 8¾	
1867†. ..	2 0 0		0 15 3¼		0 13 6		0 6 0	
1868.. ..	0 18 0		0 4 7		0 12 0		0 5 0	

* Erzeroom is only 130 miles from Diarbekir.
† At latter end of 1867 wheat fell to 1*l.* per quarter.

The abundance of the harvest at Van last year brought wheat there down to 30 piastres or 5*s* per somar, equivalent to 4*s.* 7¼*d.* per quarter, but, as no means exist of getting it out of the country, this abundance was more serious than a bad harvest, stocks being inconvertible into coin for taxes or necessary family requirements. At the beginning of 1867, some parcels of wheat, amounting to 6,800 quarters, were sent to Trebizonde *en route* for Europe, and I am glad to report the adventure has been renewed during the early months of this year, but without in any way raising prices, which from the vast stocks on hand are still falling. I have not heard what success attended the speculation, which was prompted no doubt by the unprecedented low rates of mule hire noted before; *pro forma* account sales given further on would probably yield 18*s.* 2*d.* for insurance, incidental expences, and profit. This year that sum would be increased by another shilling and with means of transit from Van, it would amount to 7*s.*

	£ s. d.	£ s. d.
Cost of one quarter of Wheat at Erzeroom in 1867		13 6
Charges.		
Mule hire to Trebiszonde at 100 piastres per cantar of 506 lbs. would be 95 piastres per quarter ..	17 3¼	
Duty and charges at port above	2 6	
Freight to England 40*s.* per ton	8 6¾	
		28 4
Price in London		41 10
Selling price		60 0
Profit		18 2

The export, at first active, gradually ceased from rise in mule hire, consequent on the extraordinary demand for animals that under ordinary

circumstances are barely sufficient for the usual traffic. The evil occasioned by the loss of profits in consequence of its cessation, coupled with the large supplies on hand, to the agriculturists from inability to dispose of their surplus at home, was then brought directly to Government attention, demonstrating better than all advice it has received on the subject the absolute necessity for good roads. Their existence would have kept up prices so materially benefiting large classes, while the state revenue would have been greatly augmented, certainly to thirty per cent. more than the tithes realised; for farmers regulate their biddings of course by the demand that may exist during the year for kind, paying, however, themselves cash to Government. Yet the sum under this head accruing to the treasury for 1867, was in fact less than formerly, as, although the tithes were taken for 167,700*l.* against 139,000*l* in 1866, the increase was due to the exaction, according to new regulations of 15 instead of 10 per cent. on produce, whereas the enhanced ratio of, compared with the single tithe taken in 1866, ought to have produced 208,500*l.* at least. Similar disproportion is observed as far as the tithe is concerned, in all the Diarbekir and some of the Kharput districts also, which relatively considered have produced less to Government than in 1866.

In the sanjaks of Kharput and Gunish Maaden both trade and agriculture were satisfactory in comparison with the localities before alluded to. For there is no actual decrease of commerce to note, and agriculture is active The one drawback was a partial failure in the cotton crop, due, however, to the distructive effects of a premature snow storm covering the fine fields devoted to this agriculture, in the principal cotton districts of Char Sanjak, Kharput, and Malatia while the cotton was still standing. At Adiaman during the same season, the portion of that crop unpicked was deteriorated from discoloration caused by heavy rain, but the general yield was good, amounting to 1,485,000 lbs. of a quality superior to that of Malatia, Kharput, and Diarbekir. Prices abroad, however, were not remunerative considering the expence of carriage, as at the capital they stand at 7*s.* 7*d.* per batman of 16 lbs. 14 oz., against 7*s.* 3½*d.* here. The best market in consequence was on the spot, where it is worked up into the cloths used and preferred by the Koords, to European goods, from its greater durability. The reasons for the prosperity observed at Kharput, being greater there than in any other parts of my district, have already been given in last year's Report. but it must also be here further noted that the great portion of Koords and Arabs in the Diarbekir vilaiet are wandering tribes under imperfect control who, though absorbing all the ready cash imported for sheep, wool, horses, camels, oxen, and butter, pay little or no taxes, contribute nothing to the general wealth, and are a hindrance to all plans for the general welfare. But at and about Kharput, notwithstanding the large Koord population, all classes are more sedentary and industrious, while the proportion of large towns and populous villages is much in excess of those in the united sanjaks of Diarbekir, Mardin, Saert, and Severek.

The new system of tumetta, as applied to incomes arising from lands, house property, trades, and occupations in lieu of the verjoo, seems not to have been persisted in by the Government, from the extensive opposition it met with from all classes, particulary the large landed proprietors. While three-fourths of their lands remain, in the absence of a demand or market for its produce, untilled, they would still under the system proposed have been obliged to pay sums, under pain of forfeiture in default, assessed on the whole area of their estates, whether cultivated or fallow. However, just this tax would be under other

circumstances, the State cannot yet fairly force it on its subjects as long as it neglects to construct roads and supply them with other facilities, the want of which necessitates limited cultivation at the same time that it deprives agriculturists of realising proper remuneration in proportion to crops and extent of their holdings.

It is satisfactory to note that the monopoly taxes on salt and tobacco have been lowered, but it is a question whether it would not be better, considering the unequal pressure, cost of, and troubles constantly arising from, its collection, to abolish the former entirely as far as villages, agriculturists, and pastorals are concerned, and confine it simply to towns. Overlooking the relief and great satisfaction this partial abolishment would afford those classes really suffering from its operat on, the loss to Government would be amply compensated, by a re-adjustment and more rigorous exaction of the wine and spirit monopoly taxes, as well as those on tobacco. It is incontestable that the revenue from the latter has fallen off considerably since its institution, and the high duties independent of tithe levied under it. They have now been lowered to 36 piastres (6*s.* 5¼*d.*) per batman (17 lbs. 2 ozs. (for tobacco, costing 12 to 20 piastres (2*s.* 2*d.* and 3*s.* 7½*d.*) only the batman, as well as for the most expensive kinds ; last year, the tax was double. Under the old system, before the establishment of the high monopoly tax, the tax was 12, 9 and 6 piastres per batman according to quality ; then Adiaman, Severek and Behesni yielded 700,000 piastres (6,360*l.*) clear, against a bare 300,000 piastres (2,720*l.*) now ; and Mardin 140,000 piastres (1,272*l.*) against 40,000 (360*l.*) at present. The same proportionate decrease has taken place in other tobacco growing localities. One example applicable to all districts, illustrative of the complete failure of the tax to benefit the revenue, is afforded in the Moosh sanjak, where the greater part of the tobacco raised in the Erzeroom vilaiet is grown. Its tithe in kind for low average years at Moosh alone, not reckoning dependent localities, is 2,000 maunds, giving 20,000 for the whole crop, that in 1867 was liable to the 76 piastres tax or 12*s.* 10½*d.* per batman. The Government income from it then at Moosh alone ought last year to have been 1,520,000 piastres or 13,818*l.*, whereas the net sum realised for the whole vilaiet, consisting of 8 sanjaks, 4 of them producing tobacco largely and the others less, was only 283,160 piastres or 2,574*l.*, most of it too derived from tobacco sold on forfeiture for smuggling. Under the old system and average tax of 9 piastres (1*s.* 7½*d.*) per batman, Moosh by itself was farmed for 200,000 piastres 1,818*l.*, or only 756*l.* less than the whole vilaiet tax yields under existing regulations. Of course the loss is mainly due to the extensive smuggling that exists, carried on, I am afraid to think, with the convenience of Government employés, which the higher authorities, considering the great temptations thrown in the way of an ill-paid staff, have no means of stopping. A re-adjustment of the tax, involving the payment of rates in proportion to the value of different qualities would lesson the contraband traffic and be more profitable to the State. On what principle the fine tobaccoes of Latakia, Aidin, Sansoon and Roumelia, costing from 120 to 480 piastres (1*l.* 1*s.* 9*d.* to 4*l.* 7*s.* 3¼*d.*), per batman, pay only the same taxes as the coarser products of Diarbekir, Mardin, Adiaman and Moosh, costing simly 12 to 30 (2*s.* 2*d.* to 5*s.* 5¼*d.*) I cannot conceive. It certainly would be more obvious and equitable to levy these taxes in proportion to qualities, for then prices of inferior sorts suited to the poorer classes, being made more approximative to their means, would promote consumption and raise the revenue, while the rich at the same time, would bear their proper share of an import, they certainly do not now. That such a plan will

discourage the cultivation of finer sorts seems absurd to suppose; for I can hardly believe any man, judging from one's own feelings, accustomed to good tobacco, would or could smoke the stuff that under present circumstances he rejects. The present tax then ought to be replaced by another of 30 per cent. to be levied on the actual price per batman of the different kinds raised, and the culture restricted to particular measured localities as close together as possible, so as to facilitate supervision and prevent smuggling in the tobacco producing districts. Private cultivation by villagers, in widely separated isolated patches on pretence, as at present, of its being intended for home use and not for sale, should at the same time be rigidly prohibited. Under such a system the gain to Government would be greater, the dues easier collected, and the cost of their collection sensibly reduced.

The only three important branches of revenue in the vilaiet of Erzeroom and Kharput, collected *en regie* are the Customs, tobacco and salt dues. The Table below gives their produce, costs and percentage of expence, of collection, compared with their gross income.

	Import and Export Customs		Salt Tax.		Tobacco Tax.	
	Revenue.	Expend.	Revenue.	Expend.	Revenue.	Expend.
	Piastres.	Piastres.	Piastres.	Piastres.	Piastres.	Piastres.
1866.. ..	3,731,553	719,898	2,631,256	795,652	524,215	256,258
1867.. ..	2,810,383	665,512	2,144,654	551,103	574,755	196,341

Cost of Collection.

	Per cent.	Per cent.	Per cent.
1866.. ..	19	30	48
1867.. ..	22	25	34

If the general aspect of the agricultural face of a country is at all indicative of the wealth, comfort or industry of a population, then that inhabiting Koordistan is assuredly the poorest and laziest in the world; nor would there seem any prospect of real progressive improvement in the condition or habits of the people or trade as long as it is without those means of easy communication; the want of which, as much as other causes alluded to in the Report, has induced the inactivity existing and inability of the majority of the people to extricate themselves as soon as in this extensive grain growing country, they otherwise would and should. These wants and sparsity of population in proportion to extent of country over which it is scattered, renders the vast grain produce of the Erzeroom and Diarbekir vilaiets actually unremunerative to the cultivator, although a neighbouring throng of fellow countrymen, offering quadruple prices for their stocks, are meanwhile starving for want of the corn actually rotting in their grain pits, but which the difficulties of the present roads, and limited means of transport, disable them from exporting. The prices of colonials, cotton goods, and baser metals forming the staples of their import trade are unnecessarily augmented and their consequent consumption curtailed; by the disproportionate rates of carriage compared with their value and madders, galls, hides, wool, and the cheaper gums are for the same reason, in comparison with former years, debarred from the foreign export list. These productions are now procured nearer home, but with the completion of the roads alluded to, Koordistan could successfully compete with those parts from which Europe draws portions of her supplies.

Yet with facts so patent before them, the only road the Turks have attempted to construct, is the one between Trebizonde and Erzeroom, and that though now 20 years on hand, has not advanced as many miles, while the sums already expended on it by fits and starts have been sufficient to construct a railroad. Meanwhile the useless fortifications at Erzeroom are being rapidly pushed on, without any of the hindrances arising from the want of proper funds in season that occasions the non-completion of the road. It seems indeed the former will be finished before the latter, and then perhaps it will be first discovered how indispensable such a communication is, if only even to transport the huge pieces of artillery and military stores necessary to arm works, requiring 40,000 men to defend them. Without such weapons the defences would be battered to peices by the long range fire and heavy metal of the new implements of distruction, a European enemy would bring into the field; and the garrison unable to return an effective shot, from the imperfection of the present cannon in store there. The Porte seems to forget that the road between the Russian frontier and Erzeroom is a good carriage road, if compared with the narrow goat path, alternately scaling stupendous mountains, or plunging by the same miserable track into the deep vallies at their bases, alone existing between it and the Black Sea.

Diarbekir, May 1st, 1868.

SALONICA.

Report by Mr. Consul Wilkinson on the Trade of Salonica for the Year 1867.

Shipping and Navigation.

The following Table gives an account of the number of ships which entered and left the port of Salonica in 1867, specifying the countries to which the ships belonged.

Countries.	Entered.		Cleared.	
	Ships.	Tons.	Ships.	Tons.
British	29	6,724	28	6,718
Ottoman	225	37,180	225	37,180
„ Steamers ..	40	15,400	40	15,400
Hellenic	340	21,906	324	21,153
French	47	7,513	42	6,892
„ Steamers.. ..	138	64,920	137	64,586
Austrian	38	10,198	38	10,361
„ Steamers ..	44	22,973	44	22,973
Prussian	12	2,846	9	2,027
Spanish	3	533	3	533
„ Steamers.. ..	3	701	3	701
Norwegian	4	1,164	3	904
Italian	92	18,164	83	16,626
Total	1,015	210,222	979	206,054

The vessels employed in the coasting trade are not included in the above Table. This trade is entirely carried on by small vessels under the Ottoman flag, but navigated by Christian seamen; 4,982 such vessels of an aggregate burthen of 81,693 tons have entered the port of Salonica in 1867, as against 3,954 of an aggregate burthen of 57,812 tons in 1866. There has likewise been an increase in the number and tonnage of the foreign going ships, owing to the large shipments of grain, chiefly for Spain, Algeria and Marseilles.

Trade and Commerce.

The following is an account of the approximate value of the imports and exports by British and Foreign ships in 1867.

Nationality.	Value.	
	Imports.	Exports.
	£	£
British	29,380	81,525
Ottoman	70,000	128,000
Hellenic	33,400	72,000
French	440,000	733,000
Italian	6,200	165,000
Austrian	291,200	250,000
Spanish	..	20,000
Prussian	4,500	20,776
Norwegian..	500	16,000
Total	874,780	1,486,301

The above figures exhibit an increase both in the imports and exports as compared with 1866. On the former the augmentation amounts in value to 240,000*l.*, or about one-fifth, though, owing to the decline in the price of cotton, the quantity of British and Foreign manufactures imported has been proportionately much larger. The increase in the exports amounts also in value to about 240,000*l.*

Owing to the absence still of direct steam communication with England, British goods, iron in bars, coals, and some other heavy articles excepted, continue to be forwarded to this port *viâ* Constantinople, being carried thither by British steamers and thence sent to this place in steamers under Foreign flags. The following Table shows the nature and value of the goods so imported.

Articles.	Quantity.	Value.
		£
Cotton, woollen, and linen manufactures.. packs.	1,900	270,000
Cotton twist .. .. „	1,440	
Bar tin .. .. .. bars	202	3,500
Copper .. .. .. cwt.	2,500	13,000
Sheet and rod iron .. „	845	600
Tin plates .. .. boxes	883	1,200
Hardware, earthenware, &c. pks.	402	13,000
Total	..	301,300

The goods imported direct from England by British sailing ships consisted of 4,400 cwt. of iron, 1,885 tons of coals, and of sundry other goods of small value, such as alum, gum olibanum, earthenware, &c.

The rise in the price of cereals during the autumn enabled the growers in the interior of the province to send their produce to this market, which they would have been unable to accomplish had prices ruled lower, for the cost of transport is so high that on grain, grown in districts distant only 50 miles inland from this place, it amounts to upwards of 3*s.* per bushel. 470,000 quarters of grain, principally wheat of this year's crop, had already been exported from this port up to the end of December. The estimated quantity still available for exportation was, at that date, approximately estimated at 500,000 quarters. A certainly large figure when compared with the quantity annually

exported, which, on an average, rarely exceeds 200,000 quarters per annum.

Notwithstanding the decline in the price of cotton about 150,000 cwt. of that staple, both of the old and new crop have been exported from this port up to the end of the year.

The following is a statement of the approximate quantities and values of grain and of some of the principal agricultural products exported from Salonica during the year 1867.

Articles.		Quantity.	Value.
			£
Wheat, both hard and soft	qrs.	260,000	520,000
Barley	„	140,000	140,000
Rye	„	20,000	30,000
Maize	„	30,000	48,000
Oats	„	20,000	18,000
Cotton	cwt.	150,000	500,000
Wool	„	15,000	40,000
Silk	„	250	36,000
Silk pods	„	1,500	70,000
Silkworm eggs	„	50	8,000

STATEMENT of the average rate of Exchange on England for bills at three months' date during the year 1867.

Date.	Per Pound Sterling.
	Piastres.
January	108¾
February	108
March	108½
April	109¼
May	109½
June	108¾
July	108½
August	108
September	107
October	107
November	108
December	108¼

AGRICULTURE.

Cereals.—In the absence of statistics the only means of forming an estimate of the value of the yield of the crops in this province is derived from the amount at which the tithes are farmed out by the Government. In the spring of 1867 the tithes on cereals and cotton were farmed together for the sum of 226,000*l.* If therefore 73,000*l.* be deducted from this sum for the tithe on the cotton crop, the yield of which is estimated at 250,000 cwt. of clean cotton, of the value of about 750,000*l.*, there remain 153,000*l.* for the tithe on cereals; but as it is well known that the farmers of these revenues have realized large profits from the transaction, the value of the crop of cereals in this province in 1867 may be safely estimated at about 2,000,000*l.*

Cotton.—The cotton crop yielded, as already stated, about 250,000 cwt. of clean cotton. It has been the largest crop on record. The

growers, however, were rather disappointed in their expectations of obtaining more remunerative prices than those ruling in the market during the autumn, it is consequently apprehended that next sowing season the cultivation of that staple will be somewhat restricted.

Silk.—The produce of the silkworm, which had diminished of late years, on account of the disease amongst the worms, will perhaps soon acquire again its former importance, the malady having already begun to disappear in some localities.

Wool.—The clip of 1867 has yielded about the same quantity of wool as that of the year previous, though a good deal more was exported this year.

Tobacco.—The falling off in the cultivation of tobacco referred to in my Report for last year, still continues, and will, no doubt, continue so long as the Government maintains the high duties levied on that which is sold for home consumption. Cavalla is the port whence this article is chiefly exported.

Public Works.

There is absolutely nothing to report on the subject of public works; nothing new has been undertaken during the year, nor has much progress been made in the construction of the carriage roads which are intended to connect Salonica with Monastir and Serres. Large sums of money are annually exacted and obtained from the rural population for the alleged purpose of carrying on these works; but, judging from the little progress they are making, it is probable that the money so raised is diverted to other objects.

Salonica, May 6, 1868.